

Inland Seas



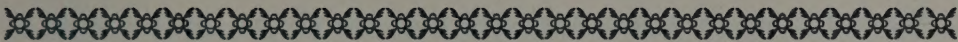
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The Greatness of the Great Lakes*

By WILLIAM GANSON ROSE



“THE GREAT CENTERS of the future will not be London, Paris and Berlin.” So spoke, in 1930, Dr. J. Paul Goode, outstanding student of natural resources. Then he added, “The greatest centers of the future will be located in the Great Lakes area,” and he mentioned as examples Chicago, Cleveland and Milwaukee. If the Great Lakes have as great an influence as this, we should become better acquainted with them, and learn in what ways we can capitalize upon the many advantages they offer.

Called “Great” because they constitute the largest body of fresh water in the world, their true greatness has a far broader significance. More than any other influence they have furthered the industrial and commercial development of our country; their contribution to America’s ever higher standard of living is incalculable; their service to the states bordering upon them has made this district the most important trade empire in the world. The Great Lakes are indeed great!

For their formation we must thank the glaciers of 20,000 years ago, which were also responsible for the area’s fertile hills and valleys, for its useful rivers and small lakes and for other natural resources that justify the statement—the Great Lakes district was born great. Some scientists affirm that the glaciers will return in a million years to cover the entire United States. This would be an excellent solution to our many problems but it’s too slow of execution.

* Condensation of an address presented at the annual meeting of the Great Lakes Historical Society, April 14, 1950, at Cleveland, Ohio. Mr. Rose is a prominent Cleveland publicist, whose new book *Cleveland, The Making of a City* is a best seller.

When LaSalle sailed his cockleshell ship, the *Griffin*, up the lakes in 1679 he little dreamed of the romance and the drama that would accompany the legion of boats to follow, from the canoes of the Indian tribes to the great steel ships that carry iron and coal and grain and stone and other commodities. The commerce started by the *Griffin* has developed until the traffic on the Great Lakes is many times greater than that of the Suez Canal, where the trails of the world meet.

The development of transportation was slow at first, and it was more than a hundred years after the *Griffin* mysteriously disappeared that the birch canoes of the Indians were superseded by more sailing boats.

LaSalle's party saw Niagara Falls when making their famous journey in the *Griffin*, and Father Hennepin, who served as historian for the group, gave the following description:

The water is so rapid above this descent that it violently hurls down the wild beasts endeavoring to pass. The waters do foam and boil after the most hideous manner imaginable, making an outrageous noise more terrible than that of thunder.

And so, Father Hennepin was Niagara Falls' first publicity man.

Cleveland was chosen by General Moses Cleaveland as the capital of the Western Reserve because it was located on Lake Erie at the mouth of the crooked river, named by the Indians, Cuyahoga. And so from the day of its founding this city has been related to the Inland Seas and to its location has been due much of its industrial and commercial progress. We owe a debt of gratitude to the earliest pioneers:

Afar across the tide they sailed
To reach this favored spot,
And each was making history—
Yet truly knew it not.

The first boat builder in Cleveland at the turn of the nineteenth century was Lorenzo Carter, who came here in 1797 and became the most versatile of the pioneers and the autocrat of the young settlement. Carter was the law, settling all disputes before the day of courts. He kept the Indians in a friendly and respectful mood, using arguments and refreshments as best suited the occasion. His little boat was a ferry launched at the foot of Superior Street and used in trading with the Indians.

Levi Johnson was Cleveland's first professional boat builder, whose *Pilot*, built in 1814, was the first craft of any magnitude to enter the Cuyahoga. The *Pilot* was of sixty ton burden and a good many head of oxen were required to drag it from the Johnson Shipyard on Huron Street to the river. Johnson was not only the father of Cleveland's white-winged mercantile navy but was the father of its steamships as well. In 1824 he built the steamer *Enterprise* and with great difficulty and much patience pushed it through the bar at the river's mouth. Levi Johnson's men were working on the court house September 10, 1812 when the report of cannon signalled the Battle of Lake Erie.

In a short time the population of Cleveland was on the bank of the lake at the foot of West 6th and West 9th Streets. Suddenly Johnson, on the Court House roof, shouted, "Three cheers for Perry! If his fleet wins, the lake will be free from the British." For three long hours the battle continued. Then came a time when there was only the sound of heavy cannon—the small reports had ceased. "Perry had the big guns!" exclaimed Johnson, "The battle is won by the Americans!" The turning point in the second war with Great Britain came with Perry's famous words, "We have met the enemy and they are ours."

The *Walk-in-the-Water* was the first steamboat to journey west of the Niagara River. It was built in 1818, was 135 feet long, and had the startling speed of eight miles per hour. Steam first replaced sails on the lakes in 1817. Up to this time there was not much advance since the boats of the Phoenicians. The sail boats were far more beautiful and impressive than their successors. According to Ruskin "the mind of man never conceived, and the heart of man never contrived a work of man more exquisite in beauty than the wonderful creation of oak and hemp—a ship."

The Ohio Canal, which opened in 1827, at one time was considered quite a traffic institution, to the consternation of the mules that furnished the power. The canal boats brought coal to the little village of Cleveland, and for years constituted the greatest influence upon the advance of this struggling city. Alfred Kelley should be given the credit for starting Cleveland on its way to future greatness when its population was less than 900, by making possible the Ohio Canal.

Captain Alva Bradley watched the transition of lake boats from the wooden sailing ships to the wooden steamships, and he built a fleet including both. It was Captain Bradley who secured for a young man of Milan his first real job, an inventor who was named after him, Thomas Alva Edison.

In my discussions of the Great Lakes trade empire I call the Great Lakes States the eight surrounding the Inland Seas: New York, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota.

The Great Lakes States produce 85 percent of the iron ore in the United States and one-third of the world's iron ore. Here it is interesting to note that when the Soo was opened in 1855, Great Britain was producing three and one-quarter million tons of iron ore against 700,000 tons in the United States.

And now let's consider the black diamonds. In 1948 the coal pile of the nation's production was 600,000,000 tons and of the Great Lakes States 275,000,000 tons. This means that the Great Lakes States produced 45% of all the coal produced in the country. The coal which moves from Lake Erie to points westward and northward provides return cargoes for vessels operating in the ore and grain trades. Transportation on the Great Lakes is probably cheaper than any other transportation anywhere, and it is said to cost less to carry coal from the Lake Erie district to Lake Michigan and Lake Superior than to have it taken from your curbstone to your cellar.

The *Queen City* broke the tonnage record in 1852 with 337 tons of iron, and, in a season of thirteen trips carried 4500 tons, or one-third of what the *Harry Coulby* carries in a single trip. Harry Coulby—a great name on the Great Lakes. As a poor immigrant boy from England, with a few dollars in his pocket, he asked in New York the way to Cleveland. "Out Broadway," was the answer, "and just keep on walking 500 miles." Harry Coulby did and eventually walked into leadership among the men of the lakes.

Here are figures to prove the true greatness of the Great Lakes. The commerce of the Atlantic, Gulf and Pacific Coast ports, excluding coast-wise trade, in 1948 was 168,000,000 tons. The commerce of the Great Lakes was more than 200,000,000 tons.

Cargoes on the Great Lakes and on all the seven seas are handled today rapidly and efficiently thanks to the inventive genius of three great Clevelanders, Alexander E. Brown, who invented car dumpers and hoisting machines; George H. Hulett, who invented that mechanical giant, the Hulett unloader; and Samuel T. Wellman, inventor of an open hearth charging machine, who helped develop Hulett's revolutionary ideas.

The United States and its possessions now include 3,738,395 square miles, while the Great Lakes States include 447,217 square miles. Less than $\frac{1}{8}$ the area—but a mighty trade empire leading the other $\frac{7}{8}$ in many startling comparisons. But it isn't the number of square miles that makes a district great—it's the number of square men. The Great Lakes States, with $\frac{1}{8}$ of the area of the nation, have more than $\frac{1}{3}$ of the people.

Of the 32 presidents of the United States, the Great Lakes States have already contributed sixteen: Van Buren, Fillmore, Buchanan, Grant, Hayes, Garfield, Harrison, McKinley, Theodore Roosevelt, Taft, Harding, Franklin D. Roosevelt were born in the Great Lakes States. Lincoln, Cleveland, William Henry Harrison, and Chester A. Arthur were not born in the Great Lakes area, but became presidents from this area.

Here is a list of just a few leaders who were born in the Great Lakes States: Armour, Baker, Brush, Curtis, Davison, Edison, Ford, Frick, Gary, Hanna, Harriman, Hill, Mellon, Morgan, Patterson, Perkins, Pullman, Rockefeller, Rosenwald, Schwab, Vail, Vanderbilt, Woolworth, and the Wright Brothers. The Great Lakes area lies in the belt of greatest mental activity, producing men of vision, of inventive ability, of resourcefulness. Some years ago, when I asked Thomas A. Edison why there are so few real leaders in the world, he replied by quoting Sir Joshua Reynolds, "There is no expedient to which a man will not resort to avoid the labor of thinking." Or as humorist Strickland Gillilan observed, "The district north of the human ears continues to be the greatest of all homes for the unemployed."

Toronto, a Canadian city, rivals the great municipalities of the United States for progressiveness and constructive spirit, the first city of Canada, because it capitalized upon the Great Lakes. It is interesting to note that the Province of Ontario, which forms the northern boundary of

the Great Lakes, bears almost the same relationship to the Dominion of Canada that the Great Lakes States bear to the United States.

Ontario, having one-ninth of the territory of Canada, has developed one-half the industry. The Great Lakes States, with less than one-eighth the area of the United States, manufacture products totaling more than one-half of our national production.

In peace time or war time, the United States holds by far the safest and soundest position among the great powers because of its self-sufficiency in food stuffs, essential industrial products, and raw materials. The great essentials of self-sufficiency are: food, power, iron and steel, machinery, chemicals, coal, iron ore and petroleum.

The best statistics before World War II indicated that the Great Lakes States, if considered as a trade empire, rank second to Russia in the production of food, and alone produce more power than Germany, Great Britain, France, Russia, Italy, or Japan, more iron and steel than any of these six great powers, more machinery than any one of them, more chemicals and coal than any excepting Germany and Great Britain, more pig iron than any of the great powers and more petroleum than any of them save Russia.

The Great Lakes States transact more than half of the nation's wholesale business and retail business, and own more than half of the nation's manufacturing establishments.

There is another revival of interest in the proposed Great Lakes-to-the-Sea movement. Certain it is that we want a development that will permit the bringing of iron ore from Labrador in our lake carriers to the ports of the Great Lakes. Eventually, it may be to the interest of the Great Lakes and the nation to complete the proposed Great Lakes-to-the-Sea movement, but before proceeding let us look into the whole project with the greatest care.

First of all, we do not want such a project primarily to serve political purposes. This country is slipping rapidly toward a socialistic state, and free enterprise and our freedoms are already suffering as a result. If and when we develop the Great Lakes-to-the-Sea project let it be a true American enterprise, shared in by the United States and the Dominion of Canada as benefiting partners. Let us be sure that we give suitable protection to our own ships which have built the business of the lakes.

Let us go ahead only when we know that the project will be helpful to the people of the Great Lakes region and to our nation as a whole.

Our Great Lakes States, which contribute so much to the progress of the world and to the prosperity of our country, do not exert the influence they should upon national affairs. We have but 175 of the 432 Representatives in the House, and only 16 of the 96 Senators; and yet with this meager representation of 40 percent in the House and 16 per cent in the Senate, we have been paying about 60 per cent of all corporation income taxes and 60 per cent of all individual income taxes.

It would seem that the time has come when civic and business organizations of the Great Lakes States should join in cohesive action to study the national conditions that affect this district, and then to make known the findings to the citizenship.

The Great Lakes constitute the greatest trade empire in all of the world, an ideal location in which to live and work and play. Great are the Great Lakes!

The Story of the Schooner Hercules

By M. M. QUAlFE*

THE *Hercules* was one of the tiny schooners which sailed the Great Lakes a century and a half ago. Some of them were vessels of 30 tons or even less. The U. S. snow *Adams*, the finest vessel on the lakes in her time, rated 150 tons and carried a crew of 10 or 12 men. The *Hercules* was rated at 60 tons and her crew numbered half a dozen men.

Then, as now, the Great Lakes were subject to violent tempests, and the Government had not even dreamed of surveying channels or providing harbors and other aids to navigation. The little vessels of the period, consequently, too commonly ended their careers on some stormy lee shore, which became the common grave of vessel and crew. Such was the fate of the *Hercules*, whose story provides a typical illustration of shipping conditions on the lakes in the early decades of the nineteenth century.

On August 12, 1816 the vessel cleared Fort Gratiot (present-day Port Huron) for Mackinac with a cargo of 370 barrels of flour, 31 barrels of salt, 3 barrels of pork, all of it consigned by James Thomas to J. W. Biddle of Mackinac. Master of the *Hercules* at this time was William Keith, a veteran lake sailor.

Two years later, June 26, 1818, Ebenezer Church, master, the *Hercules* cleared Mackinac for Chicago with a cargo composed chiefly of flour, soap, and whiskey consigned to the traders of that future metropolis. Twenty-two days later, June 18, she was back at Mackinac bringing a cargo chiefly of furs. John Kinzie, the Chicago trader, had consigned 312 packs of buffalo skins, 56 packs of other furs and 166 bear skins to Mackinac traders; other shippers had sent 44 packs of furs.

* Dr. Quaife of Detroit is author of many books and articles on the Great Lakes, one of its best known and most distinguished historians.

Few people of today have ever heard that extensive herds of buffaloes occupied the country around the head of Lake Michigan a couple of centuries ago. Before the advent of the nineteenth century settler they had vanished from the region. One can only wonder whether the shipment of over 300 packs of skins came from Chicago's back country or from some more remote point. All but forty packs of furs were unloaded at Mackinac. In their stead, the *Hercules* sailed for Detroit with almost 400 mococks of maple sugar, besides a lesser number of various other items.

In the spring of 1817 the *Hercules* again voyaged from Detroit to Chicago. The first Fort Dearborn had been burned by the Indians following the massacre of August 15, 1812. Promptly upon the close of the war the Government laid plans to reoccupy Chicago and on July 4, 1816 two companies of the Third U. S. Infantry arrived from Detroit to erect and garrison the second Fort Dearborn. Major Daniel Baker, a veteran officer of the regiment, had been assigned to the command, but for some reason he did not accompany the troops in 1816. The following spring, accompanied by his family, he sailed from Detroit on the *Hercules*. On June 1, 1817 he wrote a letter to his friend, Solomon Sibley of Detroit, describing his new situation. He had intended to write by the return of the *Hercules*, but the vessel had left too soon to permit doing so.

He was hard at work making a garden and other necessary arrangements for living. The Fort was pleasantly situated and his living quarters were more comfortable than he had expected to find them. "The surrounding country," he continued, "abounds with almost every species of game, which is easily procured and enables us with little expense to live in a style very different from what we have of late been accustomed to." Already he had established a garrison school, "with some prospects of success" and with a company clerk as instructor. Mrs. Baker was less pleased with her wilderness situation, but the Major hopefully anticipated that in time she would become reconciled to it.

Such was Chicago in 1817. But little has been learned concerning Captain Ebenezer Church. One item from the year 1816, however, indicates that he was a man of resolute hardihood. The schooner *General Jackson* had been caught at Mackinac by the advent of cold

weather and had been laid up for the winter there. On December 18, therefore, Church set out for Detroit in a birchbark canoe. The details of his 300-mile mid-winter voyage down the coast of stormy Lake Huron would undoubtedly make an interesting story.

Owner of the *Hercules* was James Thomas, concerning whom considerable is known. He was a Massachusetts man who from 1808 to 1811 had served as captain of dragoons in the U. S. Army. Upon the outbreak of war a year later, he reentered the service and from 1813 to 1815 held the rank of colonel, serving as an assistant deputy quartermaster. Evidently this service brought him to the lakes, where he remained for two or more years following the close of the war. Evidently, too, he sought to obtain a livelihood in the shipping trade, for the entire 400-barrel cargo of the *Hercules* on the voyage to Mackinac in August, 1816 was shipped by Thomas, owner of the vessel. At this time the vessel was listed as "of Presque Isle (Erie)." Thomas must soon have removed to Detroit, where he established friendly and social relations with such prominent families as the Sibleys and the Woodbridges. About the year 1818 he went to Washington, where he seems to have lived for many years. Here as late as 1828 he was still struggling to settle his accounts with the Government for his war-time service.

Comes now into our story a young Green Mountain boy named Luke Sherwin. In 1818, seeking fame and fortune, he made his way to Lake Erie and hired for the season on the *Hercules*. From the flotsam of time a single letter, written to his brother in Vermont, has emerged. "I am now a sailor," he proudly announced. Already he had been as far west as Mackinac, 600 miles from Buffalo. When he began the letter, on August 9, 1818, the *Hercules* had been stormbound for three days off Cunningham Island in Lake Erie, prevented by contrary winds from continuing her voyage to Buffalo. He finished it at that port three days later. The captain had gone ashore, all of the crew save one were drunk, and Sherwin was in temporary charge of the vessel. He had engaged to remain with her until the close of the season of navigation, when he intended to seek other scenes; where, "God only knows." Less than two months later his corpse, battered beyond possibility of recognition, was tossing in the surf off Michigan City.

Soon after the date of Sherwin's letter we encounter a surprising document. William Woodbridge, collector of the port of Detroit, had persuaded the Treasury Department to permit him to procure a small sailing vessel to serve as a revenue cutter. She was built at Erie at a cost of \$600, a far cry from present-day conceptions of governmental expenditures. Named the *A. J. Dallas* and manned by sturdy Captain Gilbert Knapp and crew of three or four sailors, she cruised the Detroit River and adjacent waters intent upon discouraging smuggling and enforcing a proper degree of respect for the Government of the United States.

On September 2, 1818 the *Dallas* dropped down the river and out upon Lake Erie. Several vessels had been spoken, when in the distance a strange sail was observed veering and tacking in such manner as to indicate she was desirous of avoiding the *Dallas*. Captain Knapp set out in pursuit and presently came close enough to fire a blank shot across her bow. No attention being paid to this, he fired another loaded with ball. The vessel replied in kind, repeatedly firing a musket at the *Dallas* which continued the chase for several hours. Eventually the wind failed the cutter and the vessel she had been chasing passed from sight, heading toward the mouth of the Detroit River. Knapp reported, however, that in the chase he had come near enough to her to identify her as the *Hercules* of Detroit.

Luke Sherwin had stated in his letter of August 12 that the *Hercules* was to remain a week or more at Buffalo. Presumably she was returning to Detroit when Captain Knapp encountered her. But the character of James Thomas, recently a colonel in the United States Army and the acknowledged friend of Detroit's leading citizens, seems to render such conduct as Captain Knapp reported inexplicable.

Whatever the explanation of the mystery may be, the *Hercules* was engaged upon her last voyage. When favoring winds blew, the voyage from Detroit to Chicago might be made in a few days' time. When the winds were contrary, or lacking altogether, it might require many weeks. The *General Wayne*, which carried the troops from Detroit to build Fort Dearborn in 1816, had consumed a month on the voyage, and the *Hercules*, which left Lake Erie on September 2, was at Chicago ready to begin her return voyage to Detroit, exactly a month later.

Lieutenant William S. Eveleth was a brilliant young Virginian who had graduated from the U. S. Military Academy in the spring of 1815. His excellent record as a cadet gained for him the assignment to the engineering corps of the army and immediate appointment as instructor in engineering at the Academy. A year later he was sent to Detroit as assistant engineer in charge of the defenses around the lakes, and in July, 1818 he went to Chicago to supervise the work of construction of Fort Dearborn.

The *Hercules* weighed anchor for her return voyage to Detroit in the evening of October 2 and Lieutenant Eveleth improved the opportunity to return to his home station before the onset of winter. Next morning a tempest such as the oldest Chicagoan could not remember developed and raged for two days. Around the southerly half of Lake Michigan no single harbor afforded a shelter for shipping, and the tiny Fort Dearborn community anxiously awaited news of the *Hercules*.

It came with sickening impact a week later. On October 9 a band of Indians from the Grand River of Michigan arrived. They reported that they had encountered pieces of wreckage at the end of the lake, and among the objects which they had picked up and brought with them was a scale which had belonged to Lieutenant Eveleth.

Major Baker at once dispatched a party in search of any survivors of the disaster. They found the wreckage of the *Hercules* scattered along the shore for several miles in the vicinity of Michigan City. Although the hull had vanished, the main mast and some pieces of spars had drifted ashore. But one body was found, and this one was in such condition as to be unrecognizable. A party of Potawatomi Indians had already visited the scene and carried away whatever they deemed worth taking, but a uniform coat belonging to Captain Eveleth had been left behind.

Such was the contemporary report made by Major Baker to his superior at Detroit. Two years later, however, Henry R. Schoolcraft, the noted Indian authority, attended the Chicago Treaty of 1820 and returned to Detroit by open boat around the lake shore. He recorded that the mast and spars of the *Hercules* were still to be seen, and the voyageurs pointed out to him the graves of several victims of the wreck, scattered along the shore at points where their bodies had been washed

up. The body of Lieutenant Eveleth had been identified and had been buried beneath a cluster of small pines at the edge of a sand dune, the spot marked only by a blazed sapling. Schoolcraft commented that a more adequate tribute of respect was due Lieutenant Eveleth from his brother officers, and expressed the hope that those at Fort Dearborn would yet provide a suitable memorial for him.

Although his fellow officers might be thus indifferent, the auditors of the Treasury Department could safely be trusted not to forget the dead lieutenant. Some time before his last mission he had received \$1000 in government funds. He had paid Lewis Morgan of Green Bay \$50 and had rendered an account of \$600 expended for other purposes. Although Eveleth died too soon to know of it, only \$99.18 of the latter sum had been approved, leaving almost \$850 still charged against him, and payment of the sum that had been approved was being withheld from his widowed and indigent mother until the entire \$1000 should be accounted for. Although Lieutenant Eveleth was known to have been notably careful of his expenses while a cadet at the Academy, the question was raised whether at Detroit he had lived more extravagantly than his salary permitted. If not, had he carried the money with him, separated from his personal funds, in which event a presumption might be advanced that it had been lost when he perished in the line of duty, and consequently the loss was chargeable to the Government. How the matter ended, we do not know. Possibly the auditors are still pursuing the claim. More probably, the distressed mother did not live long enough to receive the minute fraction of the amount at stake which even the auditors acknowledged was rightfully due her son. Like the encounter of Captain Knapp with the *Hercules* the determination of Lieutenant Eveleth's account still remains a mystery.

Trailing Rogers' Rangers Through The Firelands

By WALLACE B. WHITE

PART II

SEYMOUR RUN has been running in and out of history for several hundred years. Indians from the Northwest led war parties over it on their way to the Dark and Bloody Grounds of Kentucky. During the War of 1812, Samuel Seymour, one of Captain Parker's Rangers, was killed and scalped not far from its confluence with the West Branch of the Huron river.

At this point, the Run has cut its way into the Devonian shale underlying the region, making a miniature canyon with walls fifty feet high. In the exposed shale of these walls, unusual round formations of stone-like texture are found, some of them as much as twelve feet in diameter.

Just what these formations may be has not been settled conclusively. Geologists are likely to call them concretions; while paleontologists may insist that they are fossil. Both have their arguments. The formations range in size from a golf ball up to spheroids and conoids fourteen feet in diameter. Some of them are neither spheroidal nor conoidal, but guitar-shaped. These last have an appendage resembling a stem. Some of the conoidal type show matted, calcareous formations, like matted spines about their bases and apices. If one knows how, one can break these conoids, first in twin halves; then each half into two and one half segments, each of the four whole segments resembling each other, while the two half portions appear to make up another fifth segment like the other four.

Remembering that echinoderms, to which phylum modern sea urchins, star fish and sand dollars belong, have both radial and bilateral symmetry, and that their radial symmetry is usually based upon a division into five parts, it might be said that the formations in the Devonian shale of Seymour Run and adjacent region are fossil echinoderms. They do com-

pare in many ways with fossil echinoderms described in Smithsonian reports, except that they are very much larger, measuring feet whereas those reported in the Smithsonian papers measure inches. But whatever these are, they have great interest for the average person. They also have an ornamental value, as is indicated by the fact that driveways and rock gardens all over the Firelands are likely to have one or more specimens.

From Seymour Run, Rogers says he went: "SSE two miles, crossed a Brook Running SE about Eight Yards wide; this Day we killed plenty of Deer and Turkeys on our March and encamped." Sometime, shortly afterwards, Rogers left the Couchake trail and angled slightly west. From the descriptions of Chaussegros de Lery and Hutchins, we know that the Couchake trail crossed the west branch of the Huron river at Monroeville. De Lery leaves a thumbnail sketch of the high shale bank here, showing how it sloped down to near river level where the trail crossed.

The trail of Rogers barely touched Monroeville and he appears to have camped just west of the corporation limits at a point approximating the place where Highway 547 crosses a small brook which flows through the southwestern corner of the city. This is the same brook to which Rogers has reference and the crossing here the only one he could have made and found the brook flowing southeast about one mile north-northwest of the river.

"On January 4th (1761) we travelled SSE one Mile, and came to a River about 25 Yards Wide, Crossed the River where there are two Indian Houses. . ."

This had to be in the vicinity of the junction of Frink Run with the West Branch of the Huron. Here, high shale banks, mottled with water seepage and overhung by trees and vines, make unexpected tapestries of mosses and lichens.

As has been said, Rogers departed from the Couchake trail in his river crossing, but why is not known. The regular trail was easier than the one Rogers chose, and certainly his route was no shorter. Perhaps it was the individuality of the man asserting itself. Rogers did things his own way, often successfully, but sometimes to his own detriment. At this point, he evidently made more work for himself than appears necessary, but there may have been an unstated reason. Be that as it may, de Lery and Hutchins were content to follow the old trail as generations of feet had

worn it; Rogers was not. However, apparently he rejoined the old trail again on the east bank of the river.

"... South by East one mile, SSE One Mile and a half. . ."

Next he threaded the narrow corridor lying between the east branch and the west branch of the Huron River southeast of Standardsburg. Huge formations, like those found at the mouth of Seymour Run, lie imbedded in the Devonian shale along the west branch at Standardsburg. They fracture somewhat differently than those at Seymour Run. Their spheroidal, modeled forms resemble a limestone in texture, but a limestone shot with crystalline formations, with groups of calcite crystals lining unexpected cavities. They are quite regular as to form and their diameters run up to fourteen feet. Whatever they are, they too belong to the Devonian age—the age before coal. Are they fossil, or is there some other startling explanation for them? This is something for science to work out more conclusively.

Rogers evidently paid no attention to them, or if he saw them, thought them merely another boulder. He was not a geologist or a paleontologist. He was an Indian fighter.

"... SE two miles. . ."

Rogers skirted the ridge which runs in a general north and south direction between Peru and North Fairfield. It is evidently a glacial formation and in these modern times gravel pits pockmark it here and there along its length. To Rogers it was a landmark—something upon which to guide his course, for he had left the old trail again.

This time his reason for a departure from the usual route is more apparent. The Couchake trail will cross the west branch of the Huron twice more before it makes a final crossing in what is now Ripley Township. Rogers, by following along the ridge, ran a shorter distance crossing the river only at the last and final crossing; thus saving himself two unnecessary river crossings.

He swung south-southeast, passing the high point of the ridge at Parrat's Hill (but he did not follow the top of the ridge, however). This brought him nearly to the east branch of the Huron, which he did not cross. Just east of him will be the town of North Fairfield, 188 years later. It was inhabited territory even in his day, for here he found:

“... an Indian House where there were a family of Wyandots hunting...”

At the point where the east branch, which flows about west from its source, makes nearly a right-angle turn and flows north, Rogers altered his course slightly and swung about south for what he called five miles—it is nearer seven—until he came again to the west branch of the Huron, east of the present-day city of Plymouth.

The west branch rises on the height of land in Richland County, flows northwest for a distance to cross the south boundary of Huron County (hence to enter the Firelands) at the southeast corner of Ripley Township. Then it flows west-northwest; then southwest; then south-southwest into New Haven Township; then southwest, to make a sharp bend out of the Firelands, then in again at Plymouth. Rogers reported that he crossed this portion of the stream at a point where it flowed west-northwest, which would make his crossing about where the Old State Road bridges the river today. An old Ottawa fort, marked on the 1764 map of Thomas Hutchins, lay just off the Firelands in Richland County in this region. The old Couchake trail also swings southeast, then south, here, and Rogers encountered it again to follow it across the Black Fork of the Mohican near the present town of Ganges, in Richland County. From here the trail goes southeasterly along the west side of the river to Perrysville, in Ashland County, where it again crosses the Mohican.

Rogers called the Black Fork of the Mohican the “Maskongom.” Near Perrysville, he found “an Indian Town about 20 Yards on the East Side of the Creek, this is called the Mohigon cabbins . . . the Indians here had plenty of Cows, Horses & Hogs &ca.” This town is sometimes called Mohican John’s prior to 1762. After that date, Mohican John’s appears to have moved north a few miles to Jeromesville. From Mohican John’s Town, Rogers went to the Indian village at the junction of Sandy Creek and the Tuscarawas river and from here to Fort Pitt.

Thus Major Robert Rogers completed his assignment and could report to General Monckton that his mission had been accomplished. The trip had been almost without incident. He and his Rangers had traversed the territory of the treacherous Wyandots with the same ease they might have gone on a hunting expedition. As has been said, his report to Monckton shows plainly that Rogers did not realize the implications of his journey.

He did not foresee the chain of events which his information set into action.

But if he ignored the publicity campaign which Editor Franklin waged, his superior officers did not. Franklin's "Plan For Settling Two Western Colonies In North America, With Reasons For The Plan" which states: "... Sanduski, a French Fort near Lake Erie should also be taken; and all the little French forts south and west of the lakes . . . and garrisoned by the English;" still festered like a sore spot in their military minds.

It made no difference that Editor Franklin was not well informed when he wrote his diatribes. The French fort to which he had reference was already in ruins in 1754, when it was visited by Chaussegros de Lery. It stood upon the peninsula north of Sandusky Bay at the south end of the portage mentioned earlier in this article. De Lery left a rough sketch of it, together with its dimensions. It was built about 1750-51 just west of the portage on the north shore of Sandusky bay and is the fort mentioned by Christopher Gist in his *Journal*. A year or two later, it must have been abandoned, since it was in ruins in 1754 when De Lery found it.

Rogers did not mention it in his report because the wilderness had already reclaimed it, but Editor Franklin insisted that it be garrisoned with British troops, and it must be, even if the fort had to be built. Hence, pursuant to instructions received from Amherst, Colonel Henry Bouquet issued a written order at Fort Pitt dated August 12th, 1761 (some seven months after the report of Rogers was received) to Lieutenant Elias Meyer, of the 1st Battalion of the Royal American Regiment—an organization roughly corresponding to the French Foreign Legion of today. The order reads:

"Sir:—You are hereby directed to take your Command & march tomorrow, thirteen August, a Detachment of one Sub (Subaltern), Two serj (sergeants), one Dr., one corp (corporal), and thirty Private of the first Batt. RAR (1st Battalion, Royal American Regiment) & Proceed with convenient Dispatch to Sandusky Lake (old terminology for Sandusky Bay), on the South side of which, and at the most Convenient Place, you are to build a Small Blockhouse with a Pallissade round it, to serve as a halting Place for our Partys going & coming to and from Detroit. . ."

There is no difficulty in placing the approximate location of this fort, or blockhouse, today. Captain Thomas Hutchins, who was Bouquet's geographer, places it accurately upon his map of 1764. He visited the place in 1762, as the military correspondence of Col. Henry Bouquet plainly states. Then, forty-five years after the fort was treacherously destroyed by Indians in 1763, Almon Ruggles, who made a survey of the bay shore in connection with his survey of the Firelands, located the position of the old fort in his field notes. These notes placed the fort at the site of modern Venice, Ohio. Thus the site of the old British Fort Sandusky is attested to by two very reliable surveyors.

This fort was the first of a chain of frontier fortresses to fall at the beginning of the Pontiac War, which Francis Parkman calls the greatest and most far-reaching uprising in Indian history in the United States. Between eight and ten thousand Indians from the Mississippi river to the Pennsylvania border rose, almost overnight, in a concerted action which fell like a thunderbolt upon six hundred miles of British and Colonial front line lying between Mackinac Island and Fort Pitt, now Pittsburgh.

Twelve forts guarded this frontier and of these nine fell in the first few days of fighting. Only Niagara, Detroit and Fort Pitt held out, and it was upon this meager remnant that Colonel Henry Bouquet was forced to base his desperate defense before reinforcement could reach him. He defeated the Indians the year following (1764), but not until after numerous white settlers had been killed, their homes burned, and white migration brought to a standstill west of the Allegheny mountains.

The building of Fort Sandusky, which Franklin had been so instrumental in promoting, was among the grievances which caused the Indians to rise. The Wyandots, near the site of whose towns the fort was built, did not like the idea at all. Moreover, too many independent traders who made the fort their headquarters were accused of dealing unfairly with the Indians.

Prior to the fall of New France, the French government in Canada had succeeded in keeping all independent traders, with the exception of George Croghan, whom the Indians liked, out of Ohio. Croghan's men got on well with the Wyandots and Delawares, although now and then the French and Ottawas acting under the French captured or killed them. Then the French power in the New World was lost and the British took

over their lucrative fur territories. Immediately individuals in the seaboard colonies packed up what rum and trade goods they could beg, buy, borrow, or steal, and swarmed into the newly opened Ohio territory.

Since most of them were intent upon getting rich as quickly as possible, all manner of tricks were practiced upon the Indians, who resented it. This made them all the more eager to listen to Pontiac, who preached the need for a united Indian front and the overthrow of the whites, particularly the British.

The attitude of the Wyandots near Fort Sandusky can be seen very well in a letter which Ensign Pauli, who commanded the fort after Lieutenant Meyer left, sent to Colonel Henry Bouquet. Pauli writes: ". . . Nodding Extraordinary since Mr. Meyer (Lieutenant) left this. Some Indians here Shows a little discondent about the Blockhous being erected, one in Special who is head of Coonuduth Town, tells he'll have it burnt in the Spring when hounders comes. . ."

This letter was written February 19, 1762, just one year and not quite three months before the fatal attack fell. The same chief of "Coonuduth Town" (is this Pauli's Swiss designation for Junundat?) led the treacherous assault.

The blow fell on May 16th, 1763. Pauli, fourteen men and thirteen traders were in Fort Sandusky. On hand were about 100 horse-loads of trade goods, or about eight to ten tons.

Later, in 1764, the Wyandots, being anxious to shift the blame after Colonel Bouquet had handed his drubbing to the Indians, claimed that Ojibways and Ottawas had influenced them to rise, promising them all of Fort Sandusky's rich loot if they would stage the attack. This statement, however, must be taken with several grains of salt; although the influence of the loot doubtless played a big part in interesting many Indians in the attack.

Toward late afternoon of the fatal day, the chief of the nearby Wyandot town, whom Pauli knew, came into the fort with several followers. While the chief and one companion went to Pauli's office, the rest of the band scattered in groups about the parade ground where the garrison and the traders were. No one suspected treachery.

The chief and his companion entered Pauli's office and demanded tobacco. Pauli, somewhat suspicious, reached to get it for them. A signal

was given and Pauli was seized and bound. At the same time firing on the parade ground indicated that a butchery was going on out there. When Pauli was led from his own office door, he saw his garrison of fourteen men and the thirteen traders lying in scattered heaps, many stripped and badly mutilated, but all scalped and dead. The Indians were already about their wild looting which continued until nearly sundown.

At last the Indians had enough. Some went back to their towns, but others, chiefly Ottawas and Ojibways, bundled Pauli into a canoe and started across the bay for Detroit. When well out upon the water, they made Pauli rise up in order for him to see the flames of burning Fort Sandusky as they arose from the lake shore against the prairie background. It had been his first command.

The Indians took him to Pontiac's villages surrounding Detroit, which was now under siege by the Indians. His captors blackened his face in token of his approaching death. He was near the stake, but in the final moments a not too well favored squaw offered to marry him, and the Indians, with a perverse sense of humor, decreed that he might live if he took the old squaw for a wife.

Pauli, with Old World candor, decided that even an unfortunate marriage was preferable to a death of slow torture at the stake. He and the squaw were wed, but a short time later Pauli saw his chance to make a run for the gate of Fort Detroit. He managed to get inside safely, amid a rain of bullets.

Thus, he alone survived to tell the tale of the fort which Benjamin Franklin advocated so hotly and to establish which Rogers and his Rangers marched through the fastness of the Ohio wilderness. And so ended the episode begun when Major Robert Rogers started his overland trip through the Firelands on that third day of January, 1761.

Rogers came back to Detroit with some three hundred Rangers during the siege of that fort in 1763, where he and they gave a good account of themselves. After the Pontiac War, he was honored by being given command of the fort at Michilimackinac, but history says that he disgraced himself here by trying to sell the place out to the Spanish.

He left the British service and served under the Dey of Algiers during two campaigns. At the outbreak of the Revolutionary War, he tried to join the colonial armies, but the Americans feared that he might be

a British spy and would have nothing to do with him. Thereupon he joined the British forces, who appear to have been suspicious of him also, and who gave him only obscure assignments. Later he went to London where he is credited with writing a play about the Pontiac War. He died in London in obscurity.

His first trip through the Firelands was his last. He never revisited the scenes of his jaunt through Ohio wilds to aid in the building of ill-fated Fort Sandusky, which Amherst built to please and satisfy Editor Franklin.

The Burning of the Champlain

*AN authentic letter from a passenger on this ill-fated boat describing the tragedy in detailed and graphic phrases is here published for the first time, to the best of our knowledge. The letter is in the library of the Sherwin-Williams Company, Cleveland, Ohio. The author's name is withheld at the request of his family. It will be recalled that "the Champlain of the Northern Michigan Line was burned at midnight June 16, 1887, between Norwood and Charlevoix. In ten minutes from the time the fire was discovered by the chief engineer, the entire vessel was in flames and was headed for Fisherman's Island. She grounded about a mile from shore and the passengers were forced into the water, many of them in the excitement jumping overboard. Twenty-two lives are known to have been lost. Those saved floated around an hour before they were rescued by a yawl and fish boats from shore. Many were badly burned."**

Dowagiac, Mich., June 20, 1887

Dear Mr. H—:

Yours of the 17th containing congratulations and asking for particulars is at hand. Accept my thanks for the genuine interest you feel in my welfare.

I left Frankfort on the morning of the 16th at 10 A. M. in company with Mr. Chas. Russell of Jackson, Mich., who had been with me since we left Manistee; we arrived at Traverse City and tied up for over two hours, giving us time to attend to our business and take the fatal boat for Petoskey and Charlevoix, expecting to get out at Charlevoix at 1 o'clock A. M. of the 17th.

Mr. Russell and Mrs. Smith, Mrs. — and myself, decided that we would not retire, but remain up until we reached Charlevoix, as we all four expected to leave the boat there; it being the home of the two

* J. B. Mansfield, History of the Great Lakes, Chicago, 1899. Vol. 1, p. 748.

ladies mentioned, and our first stopping point. We had just sat down to play Pedro, the four of us, and finished one game when we were startled by the agonizing cry of fire (it coming from the poor fireman in whose room the lamp had exploded). He rushed out on deck all on fire; I jumped from my chair at the first alarm, rushed out on the guards finding the whole aft of the boat was then a mass of smoke and flame. I rushed back telling the ladies to procure their life preservers and we would tie them on securely. Having done so, I put on my overcoat and then adjusted my life preserver and went out on the bow of the boat with Russell, where we found that the fire had driven the engineer from his post (after receiving some terrible burns), he being unable to stop the boat, we were rushing along at the rate of eleven miles an hour through the water.

As they attempted to lower the boats, they were swamped one by one as they touched the water. The life raft was pushed off, but we flew by it and it did us no good, not a soul having gotten on board of it. We were then left with nothing but flames and the water; either one looked almost like certain death and we had come to a standstill, having run on the sand a mile from the Island and two miles from the shore in twelve feet of water. There was nothing left but to crowd up into the bow until the flames came so close as to drive us into the lake; it took but a few moments as the boat burned like paper. I am satisfied that in less than ten minutes every soul that had not perished in the flames was struggling in the water.

I said to my friend, Mr. Russell, "Now, Russell, when you get ready to go, say so and I will go over with you and we will be company for each other." He remarked that "The thing looked most awfully blue." I said "It did not look encouraging, but that we would pull through all right." It was but a few seconds from that time until he said "I can stand this heat no longer and must go." I said "Let her go!" He jumped, and I followed immediately. We then struck out to get away from the burning ship, it being so hot that I had to keep my head under water at every stroke. When we had gotten far enough away to be out of the extreme heat, we rested; as I jumped, I pulled out the Flag Staff on the bow and threw it in just before we jumped, and I kept it until I was rescued.

Mr. Russell and I were together about an hour and a quarter when I saw plainly he was perishing from the cold. I tried to encourage him, but he said "Bill, I must get back to the wreck where it is warmer or perish here from exposure." I tried to persuade him to stay by me, as I had kept talking to him telling him to "brace up, etc.,". He remained with me probably fifteen minutes longer and said "I must leave you." I saw the poor fellow was nearly gone, and I did not wish to persuade him as I thought he might pull through could he get back near the boat. He said "Good-bye, Bill" and I said "Good-bye, Old Fellow." It was the last I saw him until I saw him on the sand a corpse.

I then had kept up my courage all the way through, never once intending to go down, but now I had been in the water fully an hour and a half, and I commenced to lose control of my legs and arms; they commenced to cramp, and my legs bent, and my knees were drawn up to my chin, and my arms drawn out of shape. I tried to move them and found it impossible; it was then my heart commenced to fail me, but I kept on shouting and looking in hopes a boat might be near, but none came and I was getting very blue when I saw by the light of the burning ship a boat. Great God! how my heart leaped as I tried to holloa louder! and I watched it fill up and move away towards shore without me. I still kept up hoping life would still remain until it would return. I was suffering intensely from the cramping of my legs, arms and back, but I kept talking to myself trying to brace up my own courage. It was very hard work.

I again saw the boat returning; it came close to me, and I screamed, but it filled before it could take me in and turned for shore. As it did so, I think my mind tottered and I almost gave up in despair, but the boat had hardly turned when I saw by the reflection of light on the oars that another boat was coming; it kept on picking up the human floats until it came within about fifty feet of me, when it took aboard six or eight half-breeds—deck hands—that had been clinging to a fender. I saw that boat fill up. I kept on holloaing to them as only a man in my condition would. I saw them take their places at the oars and, instead of pulling for me, I saw they were going to leave me to the left of them about twenty feet, the boat then being too full for safety. As I think of the few minutes that followed, I wonder now that I am not

a maniac, but, as it came closer, I cried out and asked them if they intended to leave me there to perish, when Mr. Geo. Miller, a merchant at Charlevoix, recognized my voice and asked if it was I. I said "Yes, George." He stopped pulling; I could hear them talking, Mr. Miller begging them to take me in, and they said they could not reach shore with another passenger. May you never go through what I did in those few seconds, as I was confident I should not last but a few minutes longer!

I saw that Mr. Miller had been successful; they pulled toward me and took hold of me. Mr. Miller asked me for my hand, I could not move; he then ordered one of the men to cut the life preserver from me, which they did, then four of them took hold and lifted me in. The boat commenced to leak still more, and they all commenced to bail with their hats. I put my hands on the oar, pulled by an old sailor, as soon as possible, and the motion soon started the circulation. When we ran aground on the Island, the boat was nearly swamped; it could not make another trip. I then lay down and vomited, and I think that helped to bring on a reaction for it was not long before I could move around a little.

I lost everything, saving nothing but my life, and am suffering from soreness of muscles and back and am very weak. I trust nothing more serious will follow. I think there were from twenty to thirty lives lost. The horrors of that night are something more easily imagined than expressed.

Trusting before long I will be my old-time self, and this will find you well, I am

Yours very truly,
W. B. A.



Ghost Town and Secret Water

By BEATRICE D. ADAMS*

THERE IS A SINGING, ageless wonder about the Upper Peninsula of Michigan. If one thinks to journey through the old ore and lumbering trails, now excellent well travelled roads, and go home satisfied with the vacation and calling it finished, that is not the case. The urge to return, to explore further, again to become steeped in its charm and beauty is so compelling a thing that the question remaining is simply what of the Peninsula have we not seen, not explored? Very likely the answer may be, that region where Delta County and Schoolcraft conjoin.

Travelling east from Rapid River to Manistique at a little town called Cooks there is a modest sign, "To Big Spring," pointing to a small road leading off to the left of the highway. It is a sandy, one track trail, through open country, then trees, then timber. Suddenly it becomes a green tunnel, cut into the living wonder of the forest, with only a pale gleam filtering down through a million leaves. The rich odor of piney loam is there, and whiffs of sweet fern. Then a clearing in the woods, and a clambering out of the car. "Huh! don't think much of this!" Following a path, unconvinced—Calling it the Seventh Wonder of the World, as the natives do, does not prepare one for Kitch-iti-ki-pi! It is a sight for the gods, nestled there in the dense virgin timber, this pool of clearest blue lucidity, a hundred feet or more in diameter. Looking into its depths one is reminded of an exquisitely decorated huge antique bowl. That its estimated depth is over seventy-five feet is quite unbelievable, so clear is its water, so bluely transparent. There is a lichen

* Mrs. Adams of Genoa City, Wisconsin, says she is a Missouri native who loves Michigan's Upper Peninsula more than any spot in America.

growth about the white sides of the great bowl, like the tracings of fairy jewelers and at the bottom of the pool the white sands bubble, like the boiling of porridge in a kettle. The course of a coin, flipped into the water, may be followed easily to the bottom of the spring, where it will join the frothing sand in mad ecstasy for a few moments, then be seen no more. The trees which have fallen into Big Spring through the centuries have crystallized adding to the fantastic unreality. The water is inimical to life; even a frog does not venture into Kitch-iti-ki-pi!

The report of Mr. O. F. Poindexter, the State Geologist, explains that the water of the Big Spring comes from a depth of 600 feet below the earth's surface. There are so many legends and traditions among the Indian tribes, the Arapaho, Ojibways, Menominee, etc. bearing upon the spring and its water that to find a kernel of truth among them is difficult. It may be, however, that the water was not drunk lightly among the tribes. Ossawinamakee, for instance, prescribed a gourd-full of the magic water as a potion to restore strength to one of his ailing warriors.

The fact that the water is of 42 degrees, at the surface, and 40 degrees at a depth of forty feet, is probably the reason that any living creature may not be able long to exist in its moon-blue depths. And it never freezes. In these respects, as well as in its blue color, Kitch-iti-ki-pi recalls Ohio's wonder, the Blue Hole of Castalia.

Mr. John Bellaire of Manistique is the greatest living authority on Big Spring, although Johann Baner, the poet, has written extensively on the lore and Indian traditions surrounding this great jewel in the forest. The spring has at least twenty names; the one used seems to be best understood by all of the tribes. It translates freely: The Great One's Water. But then you encounter Tshiwa'set, another of its names, which means Sound of Thunder. And again, Noqko'ma's'aqka, meaning Mother Earth's Mortar and Kettle. Even the Omahas had a name for the spring, Hu'to'to, which meant Thunderer, in their language, so there has been speculation upon the theory that at a time long ago the spring may have been some sort of geyser. Else why mention thunder in connection with the rare and wonderful spectacle?

Kitch-iti-ki-pi lies thirty-three feet above the level of Lake Michigan, fifteen feet above that of Superior.

Of course, it has its legend of a beautiful Indian maiden, whose brave did not return on time from the hunt; and she, thinking the Great Manitou had taken him for His own purposes, sought forgetfulness in the pool. Upon the hunter's return, he found her there, her beauty enhanced by her long immersion in that wondrous water!

Indian Lake, the little settlement east of the Spring, was the site of one of Père Marquette's first missions on the Peninsula. There are accommodations there for tourists, and the neighborhood abounds in lakes, where one may fish.

Out again onto the highway, west to Isabella, a good road beckons to the South, leading on to the Garden Peninsula. To the right lies Big Bay de Noc; to the left, across the rock ridge, Lake Michigan. After passing through Garden, skirting a bluff, a scene of strange beauty appears, as the bluff recedes. It is the ghost town of Fayette, the place built in 1867 for the smelting of Negaunee iron ore. But no ordinary smelter town was this! The great stacks, fashioned from the native buff rock, are huge pyramids, carefully built, with great Gothic arched entrance-ways. Other buildings of the pale buff stone are there too, giving an effect of medieval splendor as startling as coming upon a ruined Mayan temple in the jungle of Mexico.

Every evidence of the careful planning of an artist is there, in those buildings of Fayette. The workers' cabins, still in a fair state of preservation, string out along the hill. Their cellars are hewn out of the solid rock. There are left, too, the impression of a well defined race track, a half mile course, and a baseball diamond. And there was a large dance hall with an ancient cherrywood square piano, the stairs leading to it hollowed deeply with the tread of many feet.

The village of Fayette came into being in the autumn of 1867, and the first smelter delivered its initial load of finished pig iron on Christmas day of that year. The ore for the smelters was mined at Negaunee, shipped to Escanaba by train and then transported across the lake by boat to Fayette.

The Jackson Iron Company purchased some 16,000 acres of land on the little peninsula, and named the village Fayette for Fayette Brown, one of the officials of the company. There were magnificent forests of virgin hardwood, and to obtain sufficient charcoal to satisfy the great

smelters, 1858 cords of wood were burned each day. The daily output of pig iron was approximately 75 tons, after the construction of the second smelter.

In those boom days the State of Michigan was making a very real effort to enforce a dry law and the iron company saw to it that the letter of the law was observed in the village. However, there were saloons and places of evil repute just outside the limits of the little town. One of these, the notorious "Hole in the Ground," became such a menace to law and order that the men of the community organized into a company of vigilantes and destroyed it for all time.

At the time the smelters were running at capacity, there were about 2000 inhabitants in the town. There was an excellent hotel, several rooming houses—there must have been 25 or 30 cottages, and a very substantial dwelling for the superintendent. The timber was converted into charcoal in a string of kilns in small igloo-like structures.

But in the late nineties the supply of hardwood became depleted. Talk went round of the wonderful efficiency of the coal burning smelters of the East, so that by 1900, the company decided to abandon the village of Fayette. No longer would Snail Shell Harbor know the trim little schooner, the *Fayette Brown*, or the *J. B. Kitchen*, or the *S. S. Ramage* transporting her enormously heavy loads across the lakes.

The harbor of Fayette, Snail Shell Harbor, is a nearly perfect one, with an average depth of 24 feet. A limestone bluff rises to a height of 90 feet on the eastern side and opposite is the small peninsula jutting out into Big Bay de Noc. Here one may dream about the vessels which made of it a bustling place in its little day of glory. Out at Sack Bay may be seen the lighthouse, built by a young lake captain beside his home. He brought his bride there, and it was she who waved a lantern on many a stormy night to guide his schooner safely home. Thus when the glory of moonlight plates the harbor with an overlay of chromium splendor and the great stars are reflected in the water, one wonders how he may ever be content to leave this beauty region of Michigan's upper peninsula.

PRODUCTION OF COAL


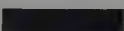
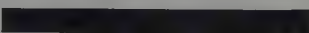
G.L.S.  275,000,000 TONS

U.S.A.  600,000,000 TONS

THE GREAT LAKE STATES PRODUCE 85% OF IRON ORE IN U.S.



$\frac{1}{3}$ OF THE
WORLD'S
IRON ORE


G.L.S. 
U.S.A. 
WORLD 

COMPARATIVE production of coal and iron ore in the Great Lakes states, U. S. A., and world. (See page 70.)


COMMERCE

ATLANTIC, GULF,
PACIFIC PORTS
FOREIGN COMMERCE




168,000,000 TONS

GREAT LAKES


200,000,000 TONS

COMPILED BY U.S. ENG. CORPS, 1929

FOOD
POWER
IRON-STEEL
MACHINERY
CHEMICALS
COAL
IRON ORE
PETROLEUM

| GRT.L. S. | 2 | 1 | 1 | 1 | 3 | 3 | 1 | 2 |
|-----------|---|---|---|---|---|---|---|---|
| GERMANY | 3 | 2 | 3 | 3 | 1 | 2 | 5 | 5 |
| GRT.BRIT. | 5 | 3 | 4 | 2 | 2 | 1 | 3 | 4 |
| FRANCE | 4 | 4 | 2 | 5 | 4 | 4 | 2 | 6 |
| RUSSIA | 1 | 5 | 5 | 4 | 5 | 5 | 4 | 1 |
| ITALY | 6 | 7 | 7 | 6 | 6 | 7 | 7 | 7 |
| JAPAN | 7 | 6 | 6 | 7 | 7 | 6 | 6 | 3 |

COMPARISON of commerce and products of the Great Lakes states with U. S. A., and world. (See page 70.)



DETROIT in 1820 with view of *Walk-in-the-Water*. By courtesy of the
Burton Historical Collection of the Detroit Public Library.
(See page 75.)



CHICAGO in 1820, from old sketch by Henry R. Schoolcraft. (See page 75.)



THE *Manitou*. Photograph by Louis Baus. (See page 128.)



PROPELLER *Fountain City*. Photograph by courtesy of William A. McDonald.
(See page 115.)



CAR FERRIES, *Ontario No. 1* and *No. 2* at dockside, Cobourg, Ontario. Photograph by courtesy of the Canadian National Railways. (See page 111.)



THE *Ontario No. 2* leaving Cobourg, Ontario, harbor for Rochester, New York. Photograph by courtesy of the Canadian National Railways. (See page 111.)



AUTOMOBILES being loaded aboard the *Ontario No. 2* at Cobourg, Ontario. Photograph by courtesy of the Canadian National Railways.
(See page 111.)



STEAMER *Dove*. Courtesy of the Burton Historical Collection of the Detroit
Public Library. (See page 127.)



COAST GUARD STATION facing harbor, Cleveland, Ohio. Photograph by Carl McDow.



GOTHIC arched rock smelters at Fayette, Michigan. (See page 95.)

Recollections of the Great Lakes

1874-1944

By LAUCHLEN P. MORRISON

PART VI

CAPTAINS OF CORUNNA

THE USUAL VILLAGE forum was the village blacksmith shop or the grocery store but the masters, mates and engineers were more swanky, meeting usually of an evening, in one of their homes. As our house was quite large, many of the meetings were held there. The general room was fitted with a large, open fireplace, so large we kids used it as a cave during the summer. Wood was plentiful and there was generally a good, large fire going. Lights were antiquated and usually consisted of one kerosene lamp placed on a table in the center of the room and left there. If it was necessary to move the light it was first carefully extinguished and carried to its new location since the kerosene of those days (coal oil) contained a considerable amount of the lighter fuels such as gasoline and naphtha, and the lamp was a treacherous and unreliable aid to household comfort. Anyway, the fireplace furnished ample and cheerful light. The art of chewing tobacco was at its height, and during heated discussions the fire sometimes had a battle to exist.

The arguments at these conclaves were principally about the handling of ships under trying conditions, the need of changes and additions in the aids of navigation, alterations in port facilities, etc. Afterward, the conclusions were forwarded to the powers that made and enforced the rules for conducting the lake commerce to the betterment of the sailors' life in general, and for the further protection of freight and passengers entrusted to these lake captains.

I remember one such argument. One of the local captains asked my father how close he could tell to where he was when he had taken one of

his sights with that new-fangled instrument, the sextant. Dad replied, "From one half to two miles, depending somewhat on conditions under which the sight was taken." "Oh," replied the questioner, "two miles might put you on the rocks." Dad looked at him for a moment or two and replied, "Yes, that is true, but at least I would know that rocks were near me, and I would double my outlooks, get all unnecessary men from between decks so that they would drown like sailors and not die like rats in a trap, take more frequent soundings and do my best to get into safer waters, while you, without the knowledge, might drive on to your doom."

Dad had his early training on salt water, mostly in the Mediterranean Sea, where the ship he was serving on was twice chased by the Barbary pirates. The local captains belittled his navigation, but I know they used to look to him with considerable awe and his opinion was eagerly sought.

Each village had those impromptu sessions, which I am sure led to the formation of what is now one of the controlling factors of the navigation of the Great Lakes, the Shipmasters Association, to which all captains of any standing make a point of belonging if at all possible; one qualification, however, is absolutely necessary, that you must be a master of proven worth.

Many sons of captains and mates of these conclaves are now masters of great ships that their fathers visioned but whose magnitude they could hardly conceive. Two of my brothers, both now dead and gone, followed the line of the sea, and now there are none of the family who can keep up the tradition.

I attended all the meetings held in our house but only as an attendant (a kind of altar boy). My duties were to see that the cider jug did not run dry and to tote in sufficient wood to keep the light in the fireplace at a maximum glow. Captain Taylor, Captain Ellis, Captain Bernies, Captain Baby (pronounced Baubee), Captain Glass, Captain Symes, all rated A1 in my mind. They were brave, faithful and earnest men and I hope all have good berths in Valhalla.

Captain John Taylor, one of the local captains, was somewhat of a character. Captain Taylor's range did not take him farther from his home base than one mile. He was master of a gravel scow named by my Dad, the *Tedley-Addley of Dundrum*. The boat was about 50 feet long and some 16 feet beam. On her main and only deck she carried a bin to

confine the gravel, leaving a catwalk along each side 18 inches wide. She carried a pole mast, well forward, and a rudder with a massive tiller aft. Captain John actually thought she was quite a massive ship. His crew consisted of one boy, his son, about 14 years of age. His power plant consisted of two punting poles, and a single fore and aft sail with a gaff on the upper end. The lower boom existed in John's mind only but he would occasionally remind his son, also a John, "Johnnie, watch that mainsail boom when she slips over or it will smack you in the ear and knock you overboard."

On a routine trip, John and Johnnie would pole the *Tedley* upstream in the shoal water along the river shore and every so often the older John would caution the younger John, "Keep her out a little here, Johnnie, lots of big fellows get aground on this point." He would himself take the tiller and carefully con his vessel around some imaginary obstruction, and when safely passed, would again take the punting pole. When they reached a point well above the gravel pit, which was located on an island in the middle of the river, a favorable wind would then carry her across. If the wind was unfavorable, little John would man the skiff and tow the *Tedley* across the 1200 foot gap. On reaching the island shore, gangway was made to the shore and John and Johnnie, armed with wheelbarrow and shovel, would proceed to load the vessel with the maximum load of ten cubic yards. The loading completed and conditions being favorable, the two oar power boat, fore and aft mainsail would again waft the ship back to her base where wheelbarrow and shovel discharged the cargo. Under good conditions the round trip would be completed in four days. For transporting the cargo of ten yards, Captain John received ten dollars and Little John his scoffin and an occasional pair of cotton knee pants. No brass buttons, no gold laced visored cap, but plenty of blisters and tired muscles were the decoration of the crew of the *Tedley-Addley*.

IMPROVEMENTS AT THE SOO

Around 1890 the United States Engineers (War Department) took hold in earnest at the Sault.

In 1855 the state of Michigan built a two step lock at the Sault. This lock pepped up shipments from Lake Superior but because of the location of vast beds of iron, the Mesaba and the Maruba ranges, it was readily seen

that the antiquated two step lock with a maximum draft of twelve feet, would soon prove inadequate. Also, with improvements in the methods of making steel came plans for boats made of steel capable of carrying two to three times the cargoes then carried. As a result of pressure from the combined vessel interests and the affiliated steel makers, the United States War Department designed and built the Weitzel lock, a single step lock some 550 feet long, with 18 feet of water on the sill. The elbow in the Lake George channel then became the limiting draft for upper lake shipping. This was only 12 feet and for a number of years this control existed. Between 1888 and 1892 the War Department stepped in with a design for a new lock of the unprecedented size of 800 feet long and 100 feet wide, supposed to be able to handle the Lake Superior tonnage for many years to come. The depth over the sill of this lock was established at 21 feet below mean low water surface, but a cycle of Great Lakes water levels, now recognized and better understood, showed how nature got mean and established a new mean low. After the opening of the Poe lock there were times when but 18 feet of water existed over the sill. A new general survey of the St. Mary's river was made, and the possibility of a new channel was shown some 13 miles shorter than the channel then existing. It would have much easier bends, but would entail what was considered a vast amount of dredging, one section being through a stretch of sand stone rock. The engineers of the government decided that the future outlook of Lake Superior transportation warranted the expenditure of the large sum of money needed, and the next river and harbor bill authorized the spending of this money. The old channel was known as the Lake George channel, and the forthcoming one as the Hay Lake channel. Both of these lakes are just much extended portions of the St. Mary's river.

I had graduated as an accredited engineer at this time (1891). I joined the War Department as an assistant (civilian) and was allotted the work under Civilian Chief Assistant Engineer Joseph Ripley for work on the Hay Lake channel. The area covered by the projected channel was divided into several sections and bids asked for each individual section. In the spring of 1892, April 19th, I reported for work. The contracts for the several sections had all been let by spring and an assembly of some 20 dredges procured. Markers and ranges were set and by the first of

May, rock and clay were on their way to the dumping grounds. Day and night for six days a week the work on the channel went on apace. The depth of the channel was the same as the depth over the sill of the Poe lock. In two years' time the channel was completed.

At the time of commencing the Hay Lake channel, the excavation for the Poe lock had been completed, a contract for the masonry and machinery had been let, and the two jobs so necessary to each other proceeded together.

On completion of the Hay Lake dredging operations, effective modern aids to navigation were established. Center line ranges were established, both front and back ranges all lighted where possible, and the night navigation of the St. Mary's river became a delightful chore instead of a nightmare. The steamer *Northwest*, a new, palatial passenger boat, built by Jim Hill of the Great Northern Railroad, officially opened the Hay Lake channel on her maiden trip to Duluth. I well remember standing on her bridge with my chief, helping him con the ship through the waters unknown to the lake captains, while the passengers congregated on the forward lower deck gazing at us in wonderment, and taking our photographs. The captain of the ship was standing nervously by, aghast at the idea of supposed landlubbers handling the ship in unknown and untried waters. Little did he know how well we knew what lay below the keel of the ship!

The Poe lock was designed to lock four vessels at a time, two on each side. However, the vessel interests were so much in advance of the development that there were ships already afloat or on the stocks so large that only one could be locked at a time. The fall of the waters was disappointing. The limit was established at 18 feet, and as every inch of draft meant a cargo loss of 100 tons, the three foot loss meant a loss of 3600 tons, a very respectable load in itself. The outcome of these disappointments was a demand for another lock.

By the time the Hay Lake channel and the Poe lock had been completed, the vessel interests had made such advances that the improvements were much behind the shipping needs. Also by this time the brass hats and the powers-that-be saw that they were actually living in an epic, and bestirred themselves accordingly so that the annual Rivers and Harbors appropriation contained ample funds for the continued improvements of the river and falls of the St. Mary's. The local engineering staff im-

mediately took steps looking toward an improved lock, and a deepening of the Hay Lake channel.

The first step was to establish a new mean low water datum. The records as far back as they extended and much valuable and interesting information were dug out and a new "low water grade" was established which, as far as the writer knows, has fully met the requirements of the shipping interests. A series of graphs including an intermediate curve of some twelve to thirteen years, roughly agreeing with the twelve year cycle of the sun spots, and a 40 year curve roughly embracing three of the intermediate curves, were found. From this graphic delineation of the Great Lakes levels a formula was drafted: the lake levels differ as much as $1\frac{1}{2}$ feet in twelve years, and as much as four feet in 40 years.

When this was decided a series of new soundings were made and corrected to this newly found low water datum and new levels established for lock sills. Since money was available, new contracts were let and the recently excavated channels were deepened some three feet, even more in the difficult or rock cuts. Again the river was infested with dredges, many of them the same ones that had been on the job two years before. As both the engineers and the contractors were better acquainted with the currents, soils, etc., the new prices obtained in the work were surprisingly low.

During the surveys the possibility of double tracking a portion of the existing channel was noticed and during slack intervals of the work surveys were made in detail of this new outlet and an estimate prepared. A large part of these new improvements was due to Chief Engineer Joseph Ripley. He had the vision and was a keen student of the possibilities and needs of the Great Lakes traffic.

The principal reason for this diversion through the west Neebish was that the channel from the head of the dike in the middle Neebish channel, down through little Mud Lake, the Dark Hole and through the Sailors Encampment was tortuous and tricky and the meeting of upbound traffic and downbound traffic was a perpetual menace. A bad collision with perhaps the sinking of a ship would effectually stop navigation between Lake Superior and Lake Huron. The authorities were quick to see the menace and immediately backed the new outlet with funds and authority.

(To be continued)

The Ontario Car Ferry Company 1905 - 1950

By W. A. HOWARD*

WHEN CAPTAIN WILLIAM BRYSON guided the car ferry *Ontario No. 2* into dock at Cobourg, Ontario on the last day of April, it marked the end of one of the oldest regular services on Lake Ontario. After almost half a century of operation as a short over-water connection between Cobourg and Rochester, New York in the interchange of Canadian and American commerce, the Ontario Car Ferry Company was making its last run. Its two car ferries, the *Ontario No. 2* and *No. 1*, which made its last trip in August 1949, were to be tied up at Cobourg until disposal.

Changing economic conditions and diminishing traffic have combined to halt this service which became known as a sixty mile "bridge" between the lines of the Canadian National Railways in Canada and those of the Baltimore and Ohio Railroad in the United States. From a total of over one million tons in peak years, freight operations fell to 853,000 tons in 1945 and plunged to a mere 325,000 tons in 1949. Although freight was the backbone of the operation, passengers were also carried and this business too showed a steady decline.

The Ontario Car Ferry Company was formed in 1905 to solve a transportation problem that confronted the Grand Trunk Railway, now the C. N. R., in Canada and an American road, the Buffalo, Rochester and Pittsburgh, which was later absorbed by the Baltimore and Ohio. A huge coal traffic was available to the American railway from the coalfields of Pennsylvania, Western Virginia and Ohio which it served and the Grand Trunk needed the coal for its own requirements.

* Mr. Howard is a staff member of Canadian National Railways' Public Relations Department.

To haul it by rail however meant a roundabout effort via the head of the lakes. The two railways got together to combat the problem and the car ferry operation emerged on a joint ownership basis.

A large and powerful car ferry was essential if it was to carry substantial loads. Another leading factor was the matter of ice. The Great Lakes might not freeze over in wintertime, but ice does form along the shore and harbors freeze over which created an obstacle. Another was the ice flows in the lake caused by this shore ice breaking up and drifting. Consequently, the ferry in this Lake Ontario service had to be specially designed, heavily constructed and fitted with powerful engines to enable her to smash her way in and out of harbor when necessary and take the blows from floating ice.

The Canadian Shipbuilding Company at Toronto built the *Ontario No. 1* and she reached service in November 1907. She was fitted with four scotch boilers, with a combined horsepower of 3,500, and was capable of a speed of 15 miles per hour. Heavily reinforced and double-plated from the stem for a considerable way back, she was 317 feet long, had a draught of 16 feet when loaded, and was equipped with four tracks that had a thirty car capacity.

Rochester, a few miles up the Genesee River, was the desired terminal on the south shore of the lake and it was decided that Cobourg, being almost directly opposite, was the feasible and logical port on the north shore. The *Ontario No. 1* bridged the two points on a strictly freight operation for a few years but it was not long before it became apparent that a passenger trade could be developed. The vessel therefore was refitted, adding berthing accommodation for 90 persons, a dining salon, a music room, a rest room and a buffet for light lunches. On deck, space was made available for 1000 passengers.

Traffic continued to increase as the service established itself and in 1915 the *Ontario No. 2* joined the *No. 1* to double the sailings. In size and appointments she was almost identical and like her sister ship was equipped with the telemotor type steering gear. Both ships were later supplied with powerful wireless sets and wireless telephones to permit the captains to communicate directly with each other.

Railway cars were loaded and unloaded at the stern forcing the vessels to dock stern first. To do this, they had to turn about and back into

port. At both Cobourg and Genesee Dock, the latter being the port for the city of Rochester, special slips were accordingly constructed.

As well as the factor of declining revenues, this turning requirement was also an item affecting the discontinuation of service. With modern freight trains consisting of 100 cars and more, the 30 car capacity of the two car ferries leaves much to be desired if delays are to be avoided at the loading and unloading points. Larger car ferries with greater capacity might seem the answer but the Genesee River is not wide enough to permit larger vessels to turn about to dock stern first.

No more then will the car ferries bustle out of Cobourg with their loads of pulpwood and cyanide or with happy excursionists mingling on their decks, to return with their carloads of coal and other American products. The traffic can no longer be found close to port and in later years the railways have had to go far afield to pick it up. Now the vessels are awaiting sale to new owners, perhaps to enter some entirely new service. They will be missed from Lake Ontario.

Elihu M. Peck

ONE OF THE SHIPBUILDERS who assisted greatly in building up the commerce and reputation of the port of Cleveland was Elihu M. Peck.* The vessels built by him, or by the firm of Peck & Masters, which existed about nine years, are known all over the lakes. A large part of the work done, especially in the later years, was in the construction of propellers, of which several of the finest specimens afloat were made in that yard.

Mr. Peck was born in Otsego county, New York, in 1822 and on reaching his sixteenth year came west and learned the art of ship building in this vicinity. On completing his apprenticeship, he worked for a time as a journeyman. In 1847 he set up in business for himself and his first work was the construction of the schooner *Jenny Lind*, of 200 tons. When she was finished he ceased building new vessels for some years, and turned his attention exclusively to the repair of old vessels, at which he found abundant occupation. His yard was always busy, for the growing lake marine demanded a large and steadily increasing amount of annual repairs.

In 1885 a partnership was formed with I. U. Masters, and the new firm immediately entered upon the construction of new vessels.

The barque *Ocean Wave*, the first built by the new firm, was followed by the *Julia Dean*, of 460 tons.

In rapid succession followed:

1854 Schooner *Kenosha*, 377 tons. [Wrecked at Chicago in 1856.]

1854 Schooner *Iowa*, 370 tons. [Foundered in Lake Michigan in 1856; 9 lives lost.]

* From *Cleveland, Past and Present*, Maurice Joblin, publisher, Cleveland, 1869, with further information concerning the boats built by Mr. Peck added by Clarence S. Metcalf, Executive Vice President of G. L. H. S. Tonnage has been revised according to J. B. Mansfield, *History of the Great Lakes*, Chicago, 1899.

1854 Barque *B. S. Shephard*, 509 tons. [Wrecked in Lake Erie, 1863.]

1855 Schooner *Ralph Campbell*, 226 tons. In commission 1898.

Schooner *A. H. Stevens*, 240 tons.

Schooner *David Tod*, 460 tons.

1855 Schooner *Ellen Williams*, 380 tons.

Barque *DeSoto*, 570 tons.

1856 Schooner *John S. Newhouse*, 381 tons. [Burned in Grand Traverse Bay, 1871. Raised and rebuilt.]

Schooner *W. B. Castle*, 230 tons.

Schooner *Baltic*, 369 tons. [Wrecked at Oswego in 1867.]

1856 Schooner *Midnight*, 287 tons. [Passed out 1895.]

Schooner *J. T. Ayer*, 380 tons.

At this time they undertook the construction of propellers, and the first two built were at once remarked for their correct proportions, beauty of finish, and strength of hull. They were:

Evergreen City, 610 tons.

1857 *Fountain City*, 630 tons. [Burned in Sturgeon Bay in 1896.]

The schooner *Ellen White*, 160 tons, was built, which later burned in Lake Erie in 1870, and then the firm resumed work on propellers. The *Comet*, 624 tons, was built in 1857 and sunk by collision in 1875 with a loss of 10 lives. The *Rocket*, also built in 1857 and of the same size, was sunk at Toledo in 1874. Both were put into the railroad line running from Buffalo westward. These were models of beauty and strength. Next came the schooners:

Metropolis, 234 tons. [Wrecked at Old Mission, 1886.]

Mary B. Hale, 248 tons. [Passed out in 1892.]

1857 *E. M. Peck*, 168 tons. [Foundered in 1868 on Lake Michigan with 8 lives lost.]

Barque *Colorado*, 503 tons. [Wrecked in 1863 on Lake Michigan.]

1861 Propeller *Detroit*, 397 tons. [Sunk in Saginaw Bay, 1863.]

1862 Barque *Unadilla*, 396 tons. In commission, 1898.

1862 Barque *P. C. Sherman*, 566 tons. [Ashore in 1871 at Long Point with 9 lives lost.]

- 1862 Barque *Sunrise*, 598 tons. [Sunk by collision on Lake Michigan in 1896.]
- 1862 Barque *Golden Fleece*, 451 tons. [Passed out in 1892.]
- 1862 Barque *Northwest*, 628 tons.
- 1862 Tug *W. B. Castle*, 173 tons. In commission, 1898.
- 1862 Tug *I. U. Masters*, 204 tons. Later the *Phoenix*.
- 1862 Schooner *S. V. R. Watson*, 515 tons. Chartered ocean in 1898.
- 1862 Propeller *Toledo*, 579 tons. [Wrecked at Portage in 1898.]
- 1862 Tug *Hector*, 204 tons. [Wrecked at Sugar Loaf Point in 1873.]
- 1863 Propeller *Winslow*, 1050 tons. [Burned at Duluth in 1891.]
- 1863 Propeller *Idaho*, 1110 tons. [Sunk off Long Point in 1897; 19 perished.]
- 1863 Propeller *Atlantic*, 656 tons. In commission in 1898.
- 1863 Propeller *Meteor*, 956 tons.
- 1863 Propeller *Pewabic*, 730 tons. [Sunk by collision in 1865; about 70 lives lost.]
- Propeller *Metamora*, 286 tons.
- Propeller *Octavia*, 450 tons.

This ends the operations of the firm of Peck and Masters in 1864. The firm was dissolved and Mr. Masters died. Mr. Peck now carried on his ship yard alone, and his first work was the filling of a contract to build two steam revenue cutters for service on the lakes. The *John Sherman*, of 322 tons, and the *Wm. P. Fessenden*, of the same size, were turned out, and no better work could possibly be found. The Government officers promptly accepted the vessels and declared them more than up to the requirements of the contract. They were pronounced models of beauty, strength, and speed.

The cutters were followed by the schooner *Oak Leaf*, 395 tons; propellers *Messenger*, 400 tons, and *Nebraska*, 1483 tons, the latter, one of the finest steamers put out on the lakes; schooner *David Stewart*, 545 tons; propellers *Manistee*, 400 tons, and *City of Concord*, 385 tons. Two other propellers, one of 1000 tons and one of about 300 tons, were added in the season of 1869.

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS*

JULY, 1949

The Great Lakes Towing Company announced the establishment of a very high frequency radio communication system linking its Chicago tugs with the tug dispatchers' office there, and plans to place similar systems in operation at Cleveland, Buffalo and Duluth.

JULY, 1949

Hiring halls run by the C. I. O. National Maritime Union in the Great Lakes area were outlawed by the United States Supreme Court. The court found with the National Labor Relations Board that the halls discriminated against non-union seamen in violation of the Taft-Hartley law.

AUGUST, 1949

The 640-foot steamer *Hochelaga*, the largest ship ever launched in Canada, slid down the ways of the Collingwood Shipyards, Ltd. at Collingwood, Ontario. The freighter and her sistership, the *Coverdale*, whose launching was to follow shortly, were to become part of the upper lakes fleet of Canada Steamship Lines, Ltd. The \$3,000,000 ship had a 67-foot beam, a 35-foot depth, a carrying capacity of 18,000 tons and a cruising speed of 12½ miles an hour.

AUGUST, 1949

The J. W. Westcott Company of Detroit announced a contract had been signed for the construction of a 45-foot, Diesel-powered boat to serve in the Detroit River dispatch service. She was to replace the *J. W. Westcott*, which would be used as a reserve craft.

SEPTEMBER, 1949

Inter-Provincial Pipeline, Ltd. announced plans to build a \$3,500,000 terminal of a \$100,000,000 pipeline from Alberta oil fields at Superior, Wisconsin. Oil was to be piped into Superior under customs bond and pumped into lake tankers for shipment to refineries at Sarnia, Ontario. Superior also was to get a new 5,500,000-bushel addition to its grain storage facilities, to be built by the Farmers Union Grain Terminal Association.

SEPTEMBER, 1949

Approximately 139 persons lost their lives on September 17 when the passenger steamer *Noronic*, one of the best known vessels on the Great Lakes, burned to a shell while tied up for the night at Toronto. It was the greatest catastrophe involving a Great Lakes ship since the steamer *Eastland* capsized at Chicago in 1916. All the

* This continues the Great Lakes Calendar from INLAND SEAS, Summer 1949, vol. 5, No. 2, Mr. Lewis, Marine editor of the Cleveland *Plain Dealer*.

casualties were passengers, most of them from Cleveland or Detroit and their environs. The vessel was later raised and taken to Hamilton, Ontario for scrapping. The *Noronic*, built at Port Arthur, Ontario in 1913, spent her entire career as a cruise ship. She was 362 feet long, with a 52-foot beam, of 6,905 gross tons and carried 550 passengers. Her destruction and the retirement of the *Huronic* from service removed the entire fleet of the former Northern Navigation Company from commercial service.

SEPTEMBER, 1949

An auto alarm device, designed to send and receive ship distress signals, was undergoing tests on the lakes aboard the steamer *Horace Johnson*. The master of a ship in distress would need only to press a button which would cause the instrument to send a continuous signal alerting other vessels similarly equipped.

OCTOBER, 1949

Simultaneous steel and coal strikes brought lake shipping almost to a standstill toward the close of a season in which the curtailed operations of coal mines and cutbacks in iron ore commitments by some steel companies had already taken a serious shipping toll. Winter storage grain was loaded in midseason in many cases and many vessels were laid up early.

OCTOBER, 1949

The *S. M. Dean*, a new Diesel tug owned by the Pringle Barge Line, arrived in the lakes to go into service towing coal barges between Toledo and Detroit. The ship, built at the Alexander Shipyard, Inc., New Orleans, was brought to the lakes by way of the Atlantic and the St. Lawrence River.

OCTOBER, 1949

The Great Lakes Towing Company announced it would put two Diesel tugs in service in Cleveland harbor the following spring, the first Diesels to be operated by the company in Cleveland. The tugs *Utah* and *Louisiana* were being converted from steam and rebuilt from the hull up.

OCTOBER, 1949

Preliminary steps were being taken by the United States Corps of Engineers to remove the wreck of the oil barge *Cleveco*, which sank off Cleveland in December, 1942. The 262-foot steel craft was considered a menace to navigation.

OCTOBER, 1949

A step toward making Huron, Ohio a more important grain-unloading port was under way with the installation of a marine tower at the elevator of the Eastern States Cooperative Milling Corporation. Plans also were announced to double the elevator's capacity of 1,300,000 bushels.

NOVEMBER, 1949

The federal government agreed to pay the Detroit & Cleveland Navigation Company \$2,000,000 for its wartime use of the passenger steamer *Greater Buffalo*, which was taken over by the navy in 1942 and converted into a flattop for the training of airplane carrier pilots. The ship was sold for scrap in 1948.

DECEMBER, 1949

The number of freighters operating directly between the Great Lakes and foreign ports set an all-time high in 1949. Twenty-five ships rang up a total of 71 sailings from the lakes.

DECEMBER, 1949

Contracts for two oil tankers, the largest ever built in Canada, were awarded the Port Arthur Shipbuilding Company and the Collingwood Shipyards, Ltd. by Pipeline Tankers, Ltd., a subsidiary of Imperial Oil, Ltd. The tankers, roughly twice the size of any tanker operating on the lakes, were to carry Alberta crude oil from Superior, Wisconsin to Sarnia, Ontario and other refining points.

DECEMBER, 1949

Plans for two more lake vessels were disclosed. Colonial Steamships, Ltd. of Port Colborne, Ontario laid the keel of a 654-foot freighter at the Port Weller Drydock Company at Port Weller, Ontario. The 13,300-ton oilburner was to have a capacity of 18,000 tons of iron ore or 615,000 bushels of grain. The Great Lakes Engineering Works at River Rouge, Michigan was awarded a contract to build a 360-foot, double-ended carferry and icebreaker, to cost \$4,400,000, for the state of Michigan's Straits of Mackinac service.

DECEMBER, 1949

Purchase of the tanker *Taurus*, which had been in service on the Atlantic, by Cleveland Tankers, Inc., was announced. The addition brought the number of tankers in the Cleveland company's fleet to six.

JANUARY, 1950

Four Lentz marine engines, the first ever built in this country for salt water ships, were under way at the Lorain yard of the American Ship Building Company for use in ore ships of the Bethlehem Steel Corporation which were under construction at Sparrow's Point, Maryland.

JANUARY, 1950

The importance of Cleveland as a heavy-lift port was being boosted through the construction on the Cuyahoga River of a \$250,000 dock and warehouse for the Cleveland Stevedore Company. The facility was to handle such commodities as news print, woodpulp, steel, sulphur, aluminum, scrap iron and package freight.

JANUARY, 1950

The *Great Lakes News*, founded 35 years before by the late Eugene Herman, was sold to Wade C. Browne. The publication was the oldest in existence dealing exclusively with news of the Great Lakes.

FEBRUARY, 1950

Cargo Carriers, Inc. of Cleveland reported the construction of the first tank barge ever built on the Great Lakes for the transportation of food products exclusively. The barge and a tug to propel her were being built by the Christy Corporation at Sturgeon Bay, Wisconsin at a total cost of \$550,000. They were to transport soybean oil from South Chicago to New York City by way of Oswego, New York and the New York State Barge Canal.

FEBRUARY, 1950

The self-unloading steamer *Sierra* was purchased by the Columbia Transportation Company from the Sierra Transportation Company, one of the Tomlinson interests. This brought the number of self-unloaders operated by Columbia to seven.

MARCH, 1950

The United States Coast Guard assigned Lieutenant Commander Robert F. Barber to the Lake Carriers' Association for a year's training in operations of the Great Lakes

shipping industry, the first such assignment ever made. Object of the training was to encourage cooperation between the coast guard and the industry and eventually to make for improved administration of marine inspection regulations.

MARCH, 1950

The steamer *Elba* was sold by the Interlake Steamship Company to the Bethlehem Steel Corporation which was to convert the 43-year-old ship into a self-unloader for operation in the steel and scrap iron trade.

APRIL, 1950

The new \$5,000,000 freighter *Wilfred Sykes* left Lorain on her maiden voyage. She went to Toledo to load 17,000 tons of coal for Indiana harbor. The 678-foot ship, the largest and most costly ever built on the lakes, is owned by the Inland Steel Company and built by the American Ship Building Company.

MAY, 1950

The steamer *Wilfred Sykes* picked up her first cargo of iron ore to be loaded at a Lake Superior port. The 17,700-gross-ton cargo, taken on at Marquette, was the largest ever loaded there.

The Great Lakes in Print

An index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

Better Homes and Gardens, April, 1950, pp. 54-55, 283. You Name It—the Lakes Have It!, by Henry and Vera Bradshaw.

Civil Engineering, March, 1950, pp. 24-28. St. Lawrence Seaway Seen as Harmful to Essential Industries and a Hazard to National Defense, by Lacey V. Murrow.

Cleveland, April, 1950, pp. 8, 26. Water Levels of Lake Erie, by Sherman Moore.

Coronet, May, 1950, pp. 156, 158. Michigan's Miracle Mile: the Fabulous Soo, by Norman and Madelyn Carlisle.

Highway Traveller, Summer, 1950, pp. 35-39. Northern Great Lakes Play-ground . . .

Motor Boating, November, 1949, pp. 30-31. Picturesque Harbors on the Great Lakes, by R. G. Myers.

Nation's Business, May, 1950, pp. 50-55. Blight that Came From the Sea, by Cleland Dresser. (Sea lampreys.)

Ontario History, April, 1950, pp. 101-105. The Beginning of Navigation and the Tourist Industry of Muskoka, by Redmond Thomas.

Our Navy, April 1, 1950, pp. 14-15. The Navy's Newest: Truxton-Decatur Museum.

Reader's Digest, May, 1950, pp. 138-140. Slaughter in the Great Lakes, by Keith Munro. (Fishing industry.)

Saturday Evening Post, May 27, 1950, pp. 42-43, 61. The Wonderful Arks of the Great Lakes, by Rufus Jarman.

Wisconsin Magazine of History, March, 1950, pp. 318-326. Radisson and Groseilliers, a Newly Recovered Historical Essay by Frederick J. Turner with an introduction by Fulmer Mood.



Marine Intelligence of Other Days



A NEW UNDERTAKING

An undertaking which may be considered a very hazardous one has been taken in hand by the tug *Reindeer*, Captain S. C. Keeler. She has been chartered to proceed to Saugeen, Lake Huron, there to take in tow a raft of rock elm timber and deliver the same at Port Colborne on Lake Erie. On its arrival at that place it will be towed by sections through the Welland Canal with horses to Port Dalhousie, thence by tug to Toronto, its destination. This we believe is the first instance that an experiment attended with such great risk of this kind has been undertaken, and if successfully performed will doubtless be followed up by many more such expeditions.

Detroit *Free Press*, June 6, 1861.

A LARGE RAFT OF TIMBER

The tug *Reindeer* arrived here early yesterday morning from Saugeen with the timber raft destined for Port Colborne, of which mention was made in our columns a few days since. It is an immense body of timber, consisting of 120,000 cubic feet, draws five feet of water, and is 50 feet wide. The tug *L. L. Lyon*, Captain Stone, has been chartered to proceed from here with the *Reindeer* for the destined point. Both tugs left last evening on their way to Lake Erie.

Detroit *Free Press*, July 13, 1861.

LUMBER MOVEMENTS

We learn of further and more extensive operations going on in the movement of timber, by rafting and towing the same eastward to Port Colborne on Lake Erie.

The two reliable tugs *Magnet* (side wheel), Captain Smith, and *Oswego*, Captain Kimball, have both been chartered by Messrs. Farmer,

Deblaguire & Co. to proceed to Saginaw, to take from that point a raft of square oak and pine timber, and to proceed with the same to the above mentioned place on Lake Erie. The above gentlemen contemplate sending forward in the same manner several more rafts should the present enterprise prove successful. Messrs. F., D. & Co. are in no way interested in the timber which has already gone forward by the tugs *Reindeer* and *L. L. Lyon*. The *Magnet* and *Oswego* leave this morning.

Detroit Free Press, July 14, 1861.

THE LUMBER RAFTS

The tug *Reindeer* returned last evening at 7 o'clock from the raft expedition, which Captain Keeler states reached Port Burwell, where it remains for the present. On Monday night last, in consequence of the heavy weather which prevailed, the raft became separated, and the tow-line parted. The men were taken off the timber, and both tugs remained in the vicinity until morning, when another line was made fast and the timber towed into the above port, none of it getting lost. The owner of the raft was met at that place, who expressed himself much satisfied with the operation. The *Reindeer* proceeds to Lake Huron to bring down another raft, which will be taken to Port Colborne. In the meantime the timber now at Port Burwell will be put together again and taken on by the *Reindeer* on her return to that place.

Detroit Free Press, July 20, 1861.

THE LARGEST TOW YET

The tug *Reindeer*, Captain Keeler, passed down Sunday with eight loaded vessels in tow, which is conceded now to be the largest ever made, and entitling him to the belt given the tug *Martin* a few days since, which passed with seven, as reported at the time. Yesterday afternoon Captain Keeler was formally presented with the belt by Captain Seth Hunter, who honored the occasion with a few brief remarks, to which Captain Keeler very feelingly replied. It was at once placed at the head of the flag-staff, by the side of an elegant broom.

Detroit Free Press, May 15, 1860.

All excerpts from the Detroit Free Press by Anna S. Moore.

NOTES

Correction

Mr. Gordon M. Potter of St. Joseph, Michigan, has written as follows:

The Editor:

The Fall 1948 issue of *INLAND SEAS*, Vol. 4, No. 3, contains an article on page 205 entitled, "The City of St. Joseph," by the Rev. Edward J. Dowling, S. J.

I have several corrections and additions I'd like to make to this article.

J. Stanley Morton was born in Benton Harbor, Michigan, and lived there his entire life. He was a steamboat man before the Graham and Morton Line was formed. Mr. Morton had the idea for a steamboat line to Chicago but had very little money so he went to John H. Graham and Andrew H. Crawford who were well-to-do men. Mr. Graham was not a steamship cap-

tain. These three men were the principal investors in the Graham and Morton Line when it was formed, although there were a few others, notably H. W. Williams who later formed the steamer line from Chicago to South Haven.

The *May Graham* never belonged to the G. & M. Line. She was owned by E. A. Graham, brother of John H. He was also agent at St. Joseph for the G. & M. Line and owned the dock property in St. Joseph used by the Line.

The *City of Chicago* was lengthened twice, both times were prior to 1915. In the fall of 1914 she was severely damaged by fire in mid-lake and was rebuilt extensively in 1915 and renamed *City of St. Joseph*, but lengthening was not a part of this rebuilding job. However, the two side by side funnels were replaced by a central one at this time.

Great Lakes Historical Society Annual Meeting

THE ANNUAL dinner meeting of the Great Lakes Historical Society met in the dining room of the Cleveland Public Library on April 14, 1950. Following a brief note of welcome, Clarence S. Metcalf, Executive Vice-President, introduced the out-of-town members who were present. They were: Mr. and Mrs. Frank Ayres of Lorain, Ohio, Mrs. Helen A. Pardee of Akron, Ohio, Mr. Julius Lykarkila of Ashtabula, Ohio, Mr. Richard Wendt of Sandusky, Ohio, Father Edward J. Dowling of Detroit, Michigan, Mr. and Mrs. Frank Morgan of Elyria, Ohio, Dr. and Mrs. C. E. Swanbeck of Huron, Ohio, Mr. and Mrs. Max Shepherst of Toledo, Ohio, and Mr. and Mrs. Al F. Wakefield of Vermilion, Ohio.

Mr. Metcalf then spoke of the Detroit Marine Historical Society meeting of February 22nd at which our member Captain H. C. Inches, whom he introduced to the group, was the speaker. Also mentioning that Miss Donna L. Root had attended this meeting, Mr. Metcalf read a letter from the Marine Society extending an invitation to the members of G. L. H. S. to visit their group in Detroit.

He told the group of the museum which has been opened on the schooner *J. T. Wing* at Detroit which he felt all would be interested in visiting. He also invited the members to visit the exhibit of ship pictures belonging to the Society on display in the White Corridor of the Cleveland Public Library.

In the absence of the treasurer, Mr. Leo Johnson, Mr. Lawrence Pomeroy secretary, read the treasurer's report. He then continued with the secretary's report and informed the group that on March 28th the Nominating Committee had met and made plans to mail the ballots for voting on incoming officers.

Miss Gertrude Robertson was then introduced and an expression of thanks on behalf of the Society was proffered for the commendable job she has done in the indexing of INLAND SEAS. Mr. Lawrence Pomeroy was commended for his work as secretary of the Society. In a tribute to Miss Donna L. Root, the editor of INLAND SEAS, Mr. Metcalf expressed the Society's appreciation for all her work and said that the Society was grateful to her for giving so freely of her time and effort. He added that the large volume of letters which is being received from libraries and societies inquiring about the Bulletin and the Society told the story. He explained the unavoidable delay in the publishing of INLAND SEAS during 1949 and informed the members that all memberships have been extended for a period of six months so that each member will receive his four copies for his annual membership fee.

Mr. Metcalf then introduced those seated at the speaker's table: Father Edward J. Dowling, John W. Love, Lawrence Pomeroy, Donna L. Root, William Ganson Rose, Col. L. C. Sabin, and L. Quincy Mumford.

Afterwards, the group adjourned to the Library Auditorium where Mr. William Ganson Rose, a member of the Society and author of the new book, *Cleveland: the making of a city*, spoke on the "Greatness of the Great Lakes," using colored slides to illustrate his talk, which appears in this issue of INLAND SEAS. Following Mr. Rose's speech a new color film, "The Great Lakes: Highway to Commerce," from the Film Bureau of the Library, was shown.

About 150 members and guests were present.

REPORT OF THE SECRETARY

The Society held an exhibition of historical pictures, prints and photographs relating to the Great Lakes during May and June. Through the courtesy of Mr. Metcalf these items, numbering some 200, were placed on display in the John G. White corridor of the Cleveland Public Library. It was a representative collection, ranging from La Salle's *Griffin* to the present-day bulk carrier. A special display case of books written by members of the Society was included. The exhibit was certainly well received, judging from the comments of visitors recorded in a log-book maintained for that purpose.

Several of your members were present at the launching of the new steamer *Wilfred Sykes* at Lorain, Ohio, on June 28. This was a memorable occasion and will undoubtedly be recalled from time to time by those who were there, since the *Sykes* has so many innovations in design and construction not yet found on other bulk freighters.

Your secretary visited the Mariners' Museum at Newport News, Virginia, last Fall and would like to mention briefly the large number of models and pictures on display relating to the Great Lakes. Typical models are those of the *E. G. Grace*, *William P. Palmer*, and the whaleback *Frank Rockefeller*. Especially noteworthy is the collection of colored prints dealing with lake cities, such as Detroit, Menominee, Chicago, Toledo, Saginaw, Duluth and Buffalo.

Your INLAND SEAS editor, Donna L. Root, attended a meeting of the Detroit Marine Historical Society, of which she is also a member, at Detroit, in February, and heard one of our most loyal members, Captain H. C. Inches, give a fine talk on the history of wooden ships. Miss Root was made welcome by Reverend Edward J. Dowling, S.J., president of the Detroit Society, and Mr. Thomas B. Dancy, past president, and spoke briefly to the group about our Society, inviting all present to become members.

You will be interested to know that Messrs. Metcalf, Hinslea, Mastics, Gallup, Miss Root and your secretary met on March 28 to discuss plans for this particular meeting and also the forthcoming year. Mention will be made of these plans elsewhere during the annual meeting.

Respectfully submitted,
L. A. POMEROY, JR.,
Secretary.

TREASURER'S ANNUAL REPORT

Fiscal Year Ending March 31, 1950

TREASURER'S BALANCE, April 1, 1949 \$3,136.39

RECEIPTS:

| | | | |
|------------------------------|-------|----------|------------|
| Life memberships | 5 @ | \$100.00 | \$ 500.00 |
| Sustaining memberships | 50 @ | 10.00 | 500.00 |
| Annual memberships | 447 @ | 5.00 | 2,235.00 |
| Single copies of INLAND SEAS | 21 @ | 1.25 | 26.25 |
| Annual Dinner | 44 @ | 1.85 | 81.40 |
| Miscellaneous | | | 9.30 |
| | | | \$3,351.95 |

Total April 1, 1949 Balance and Current Receipts \$6,488.34

DISBURSEMENTS:

Printing:

| | |
|----------------------------------|------------|
| INLAND SEAS, '48 Winter | \$ 854.00 |
| INLAND SEAS, '49 Spring & Summer | 1,562.00 |
| INLAND SEAS, '47 Index | 350.00 |
| INLAND SEAS, '48 Index | 300.00 |
| Stationery and postage | 147.59 |
| Annual Dinner | 90.30 |
| Miscellaneous other expenses | 36.68* |
| | \$3,340.57 |

TREASURER'S BALANCE, March 31, 1950

| | |
|---------------------------------------|------------|
| Central National Bank of Cleveland | \$1,647.77 |
| Women's Federal Savings & Loan Assoc. | 1,500.00 |
| | \$3,147.77 |

Total March 31, 1950 Balance and Current Disbursements \$6,488.34

*Miscellaneous other expense (detail)

| | |
|---|---------|
| Copyright fees | \$12.00 |
| Dues, Am. Assoc. of State & Local History | 5.00 |
| Binding | 9.00 |
| Storage file boxes | 5.52 |
| Telegram | 2.17 |
| Bank service, etc. on Canadian draft | 2.99 |
| | \$36.68 |
| Total | \$36.68 |

LEO P. JOHNSON, *Treasurer.*

April 5, 1950.

The White Cloud Island Tragedy of 1869*

By ROY F. FLEMING

IT IS PROBABLE that many residents of Wiarton and the shores of Colpoys Bay when viewing the fair island at its entrance known as White Cloud, are unaware that the sinister shadow of tragedy and unsolved mystery hangs over this lonely place.

Long ago in 1869 four men journeying in a sail-boat from Owen Sound to Wiarton made a call at this island, and strange to relate, none of them was ever seen alive again. One of them was found on the island dead, apparently murdered; there was also evidence that a robbery had been committed; but though extended searches were made on the island and on the neighboring islands and mainland, no clue of the missing ones was unearthed. Many were the conjectures of what happened to the men. Was the villain of the melodrama one of the party, or did others do the evil deeds? How could they escape without leaving any trace of their whereabouts?

The following version of the White Cloud tragedy has been taken largely from the story published years ago in the Huronia magazine *Mer Douce*, and gives some of the interesting details as known at the time.

"In the fall of 1869 there occurred a mysterious tragedy on Georgian Bay that sent the whole of Owen Sound and neighboring communities into great excitement.

"In the summer of that year it seems that Captain Charles Fothergill sold his farm in the township of Derby, receiving for it a considerable sum of money, which he deposited in an Owen Sound bank. With a view to settling in Bruce Peninsula, he purchased a large farm west of Wiarton, and at once put a gang of men on the place to clear and improve it.

"Early in September of the same year Captain Fothergill left for Owen Sound in a sail-boat for the purpose of buying

some seed-grain and provisions for the winter, and also to obtain some money with which to pay his hired help.

"After drawing some \$2000 of his money in cash and loading his boat with the supplies, he made ready to start home to Colpoys Bay. As the season was pleasant and his vessel commodious and staunch, he invited three men at Owen Sound to accompany him on a camping jaunt. One was his good friend, George Brown, Post Master of Owen Sound, also Charles Kennedy, a sailor recuperating from illness, and one John Robinson, a recent arrival in the town hailing from the Southern States who had been in the American Civil War.

"The boat left Owen Sound in the afternoon in a gentle breeze with everything apparently favourable for a pleasant voyage. But not one of them was seen alive after that day. As Captain Fothergill did not return home at the time appointed, friends made inquiry as to his doings; soon a search party was sent out to look for the lost men.

"At Big Bay a Mrs. Ogilvie told of having seen the sail-boat pass by near the shore that afternoon; further that she recognized Mr. Brown, the Post Master, as one in the craft. She said too that she noticed another boat pass along the same way not long after.

"When the searchers came to White Cloud Island they found Fothergill's boat on the beach unharmed and with the grain and supplies untouched. Nearby they saw the dead body of the sailor, Kennedy. (The account does not tell the apparent manner of his death.) A little dog owned by Post Master Brown watched over the boat and barked and whined piteously for his missing master. The investigators searched a large area roundabout for the others of the party

* Originally appeared in the *Warton Echo*, Wiarton, Ontario, December 12, 1946.

without success. Fothergill's pocketbook was picked up empty, also some leaves from his note-book and other private papers.

"A steam tug was then chartered and the whole coast-line scoured for miles around. But no trace was found of the missing three.

"There was then some investigation among certain doubtful people of the region who might be suspected as having been with the boat which was seen near the scene of the crime. One was a notorious outlaw belonging to a respectable family of Keppel who had terrorized the country roundabout. There were also three men with bad records living in Owen Sound who were also searched and questioned; they denied being near White Cloud at the time in question.

"Thirty years after when some men were camping on Griffith Island, to the east of White Cloud, they unearthed there three human skeletons buried near the shore only a little below the surface. No clothing, nor buttons, nor knives, nor anything which might indicate identity or nationality was found. Some thought that the bones might be the re-

mains of the three missing men of the 1869 expedition, but the bones appeared much older than thirty years; and if they were of the missing Post Master and his companions there would surely have been some metal attachments of clothing present.

"One of the skulls was of a peculiar oblong shape, while the other two were broken, indicating that death had come from foul play. It was not believed that the skeletons were of Indians, as Indians are known to be careful in laying away their dead in good order. If these skeletons were of the Fothergill party, their number would absolve the one doubtful man of the party from guilt,—the stranger from United States, for all four would be thus accounted for."

It might be added that on several of our Georgian Bay islands, numerous skeletons have at times been found, dating back even to the Iroquois invasion days. Most of these were of Algonquin tribes, but in some cases they were of French soldiers as shown by the gold ornaments and insignia of French officers found with the remains.

So our White Cloud mystery remains unsolved.

The Side Wheel Steamer Dove

THE STEAMER *Dove* was built at Trenton, Michigan in 1869 for the Hacketts of Amherstburg to run from Detroit to down-river settlements. Being two hundred feet over all, she proved to be too large for the amount of business.

In 1875 she was purchased by Ira F. Holt of Detroit and added to his other two passenger boats, the *Geo. L. Dunlap* and the *John Sherman* for the route, Bay City to Alpena and Mackinac.

This was the heyday of lumbering in Michigan and the towns and lumber camps along the lake shore heard the whir and whine of the saw mills twenty-four hours a day. These boats carried great quanti-

ties of mill supplies, food stuffs and general merchandise of every description.

The passengers in the fall and spring were hardy vigorous woodsmen, who could endure the rigors of outdoor winters and who were familiar with the rougher side of life. In summer the passengers were tourists and business men.

After a severe winter and a late opening of navigation, the food supplies in lake towns might be depleted to the point of anxiety, so the arrival of the first boat in spring would be hailed with joy. Boats would be started out before the ice was well out of the northern harbors and it was not unusual for an early boat to be-

come stuck in the ice for a few days and sometimes a boat might be cut through by the heavy sharp ice.

In 1883 the *Dove* was placed on a one day run, Duluth to Agate Bay, later called Two Harbors. Charlemagne Tower, Sr., a capitalist of Philadelphia, had invested in the Vermilion Iron Range and was commencing to build a railroad from the Range to Agate Bay to secure a shipping outlet for the iron ore. Great quantities of equipment for railroad building, mining equipment, gangs of men, and all the necessary food supplies and other merchandise for men and horses had to be shipped from Duluth. All this transportation business was very profitable for the *Dove*. Fare was \$1.00 one way and \$1.50 round trip.

Such a good thing could not continue without others trying to get a slice, although they had not risked a single cent in the pioneering venture. So one pleasant morning in the season of 1884 or 1885 the side wheeler *Grace Grummond* appeared in Duluth Harbor as a competitor of the *Dove*. The owner of the *Dove* promptly reduced the fare to 10¢ and freight tariffs likewise. This was the kind of medicine the passenger boats used to mete out to the contenders for a route. It was the survival of the financially fittest. This heroic dose proved too severe for the *Grace Grummond* and in three or four weeks she was sadly paddling her way down the lakes to her owner's dock at Chicago. The next day the *Dove* reinstated her original fares and tariffs.

During the winter of 1886-87 the Duluth and Iron Range Railroad extended its line from Two Harbors into Duluth, thus putting an end to the profitable continuance of a boat on this route.

The summer of 1887 a railroad was being constructed west from Saint Ignace to serve the small lumber towns along the north shore of Lake Michigan and here the *Dove* was again carrying supplies, equipment and men for the construction of another railroad. This route was good for only the season of 1887, as the railroad was then completed.

The seasons of 1889 and 1890 the *Dove* ran daily excursions from Buffalo to Crystal Beach. This route was not sufficiently profitable to warrant a continuance. The *Dove* was out of commission for the next three years, being docked at Bay City.

In anticipation of carrying crowds of tourists from down town Chicago to the Columbian Exposition grounds in 1893, extensive alterations were made and the cabins modernized and refurnished. However the *Dove* did not go to Chicago. The chartering company was bankrupt. Ira F. Holt's ownership of this very splendid boat ended in 1894, when she was sold to parties at Toledo. She burned there in the late 1890's, thus ending a very useful and profitable career of thirty years.

Frank Ward Holt, D.D.S.
Detroit and Grosse Pointe.

Manitou No. 92521

BUILT AT CHICAGO in 1893, and owned by the Manitou Steamship Company 2944 gr. tons, steel, 274.7 x 42.2 x 20.8. She was in service between Chicago, Mackinac Island and northern Michigan resorts during the Columbian Exposition in 1893. Remained on this route making semi-weekly trips until sold by her last owners, the Michigan Transit Company of Chi-

cago, with her sister ship the *Puritan*.

Manitou was renamed *Isle Royale* and the *Puritan* became the *Geo. M. Cox*, and was placed on the Chicago-Isle Royale route. The *Geo. M. Cox* was lost while on her maiden trip on Lake Superior, May 27, 1933, and the *Isle Royale* was then abandoned.

—LOUIS BAUS

A Visit to the J. T. Wing

The readers of INLAND SEAS have read in an earlier issue (Fall, 1948) that the schooner J. T. Wing was being reconditioned for its formal opening as a museum of marine history. It has been recently opened to the public, and the following is an account by a visitor to this unique Rome of Great Lakes lore.

THE CITY OF DETROIT reveals to a visitor an exciting story of an industry that put America and much of the world on fast moving wheels. Yet, something seems missing in this story. The contribution of Great Lakes commercial shipping to the growth of the automobile and other industries has been lost in the background. But now a beginning has been made toward filling this gap by showing the enormous role of Great Lakes shipping in the development of Detroit as well as of the Great Lakes area in general.

About two years ago the Detroit Historical Society and the city of Detroit decided to convert the *J. T. Wing*, the last commercial schooner of the Great Lakes into a museum of lake history. The ship is now embedded in "wet sand" on Belle Isle, the picturesque and popular island park on the busy Detroit River.

A talk with Captain Joseph E. Johnston, now in charge of the *Wing*, brought out many interesting facts about the schooner. The original builder is not known, but she was built in Weymouth, Nova Scotia for E. Gaudet of that port and R. and T. Beazley of Halifax, according to Canadian registration papers.

The three-mast schooner sailed both salt and fresh waters. She hauled grain, pulpwood, lumber, logs and other merchandise sailing all around the upper lakes. Her last regular voyage was between Sault Ste. Marie, Michigan, and other parts of the Great Lakes for the Chippewa Lumber Company. On a number of occasions she brought cedar for the Braun Lumber Company in Detroit.

The schooner was built as the *Charles F. Gordon*, later called *J. O. Webster*, then *Oliver Hazard Perry* (during 1937-39) and finally acquired the name of her last owner. The main mast of the *Wing* rises to a height of 115 feet. Her 160-foot length on deck and 32-foot width provide ample space for a small marine museum.

The *Wing* served her country well during a part of the last war, but due to the scarcity of help the vessel was neglected and settled to the bottom, where she was moored in a small river.

Presented to the City of Detroit by Mr. Grant Piggott and Mr. Joseph Braun, two Detroit business men, the schooner was repaired by both private and public funds and placed in charge of the Detroit Historical Commission. The Detroit Historical Museum, under the direction of Mr. Henry D. Brown, operates the vessel as a branch museum, dedicated to the history of Great Lakes shipping. It is now called The Museum of Great Lakes History though the name *J. T. Wing* still applies to the vessel itself.

As a visitor walks up the deck of this unique museum, he is greeted by Captain Johnston, who explains the intricacies of shipbuilding, lake commerce, or answers any other question pertaining to life on the Great Lakes.

A few steps below the hatches of the schooner, the visitor finds himself in a marine museum. The exposed ribs of the hull reveal the principles of wooden ship construction. One is immediately attracted by the sight of a twenty-foot dugout Indian canoe, a fine specimen of a boat that was current among primitives of all countries, and a birch-bark canoe, known only in the Great Lakes region.

The Mackinaw boat is another example of man's ingenuity and was popular until 1885. The exhibits include several scale models of famous vessels. There is the *Mayflower* which operated a hundred years ago between Detroit and Buffalo. The *U. S. S. Yosemite* was active during the Spanish-American War, and was manned

by Michigan men. A fine print of Perry's victory on Lake Erie tells another chapter of lake history.

The visitor is puzzled by a scale model of a sailboat inserted in a wine bottle. Other exhibits include navigation instruments, logbooks, etc. It must be said that one looks in vain around the schooner for a single book on the Great Lakes or shipping. It is hoped that as the Museum grows it may add at least a small collection of appropriate books and magazines.*

As one walks through the neat pile of timbers and logs that make up the hull of the schooner, the timber suddenly becomes alive with meaning. And if the visitor is curious, he can discover here what is being held up by a 'hold stanchion.'

Huge timbers securely fastened together by drift pins with clincher rings are knit into a single unit called a ship. Old words take new meanings. Here a yoke is not a device for joining a team of oxen, but a natural bend hewn from a tree and used to bind together the two sides of the vessel at the bow.

This Marine Museum is admittedly only in the first stages of its development and deserves general encouragement and aid. Captain Johnston welcomes contributions of any items that would add value to the museum. The Captain is himself an expert

builder of boat models and is now constructing scale models of many famous vessels.

The message carried by the *Wing* seems as important as the beautiful exhibits in its hold. It is a message of the success of the American way of life. The *Wing* tells the tale of an era that was full of excitement and achievement. It is a story of several thousand sails on the Great Lakes built by somebody's initiative, inventive genius, enthusiasm and trust in the future; built in a day when today's government subsidies were unthought of. For many years these sailing vessels plowed the inland seas, building ties of commerce and friendship among the young growing cities and ports of the Great Lakes from Duluth to Buffalo. Due to the advance of the steam vessel, the schooners finally lost their hold on commercial shipping and were on the way out by the 1890's.

The *Wing* was the "last Mohican" in this family of commercial sails. At Belle Isle, she closes a chapter in the history of the Great Lakes, a chapter that is full of stories of great achievement as well as of stories of unsuccessful battles with the elements, shipwrecks, lost lives, bravery and great deeds.

—L. S. RUBINCHEK*

* NOTE. Lack of funds for a properly trained attendant has made necessary the postponement of anything in the way of a library.

—J. E. JOHNSTON.

Recent Gift

A chadburn or ship's engine room telegraph has been presented to the Great Lakes Historical Society by the M. A. Hanna Company of Cleveland through the courtesy of Mr. Al Kern and Mr. Richard Bibby, members of the Society. The instrument is from the S. S. *David*

Weir owned by the National Steel Corporation and operated by the M. A. Hanna Company. It has been placed at the Cleveland Nautical Museum in Carnegie West Branch Library with other gifts to the Society.

Shipbuilding at Midland, Ontario

AT THE BANQUET held in Midland, Ontario, following the successful launching of the new Canadian Steamship Lines' vessel *Coverdale*, Captain Norman J. Reoch, General Manager of C. S. L., in his address gave some interesting information regarding shipbuilding activities in Midland prior to 1930.

Shipbuilding, as a major enterprise, began at this Georgian Bay port in 1910 when the Midland Dry Dock Company was organized by James Playfair, D. S. Pratt, F. W. Grant, D. L. White, T. C. Luke and James Wilkinson. The Company started with a nominal capital of \$10,000,000 but it would appear that Mr. Luke (still living) and Mr. Wilkinson were the only ones who actually put up any cash for their shares and Mr. Luke admits that he borrowed his share from Mr. Wilkinson.

With meagre capital the new Company commenced operations at premises between Dobson's Marine Railway and the old coal dock and continued there until 1917. Early work consisted chiefly of above-water repairs, the first major reconstruction operation being performed on the *Glenshee*, now the *Goderich* of Canada Steamship Lines. She was the former *Howard M. Hanna*, wrecked in the big November storm of 1913, later purchased by Mr. Playfair and reconstructed partly at Collingwood and partly at Midland.

The coming of World War I brought a sharp demand for ships and an order was received from the Imperial Munitions Board for three vessels of ocean type. This necessitated a reorganization of the Company formed in 1910 and the Mid-

land Shipbuilding Company Limited was incorporated in 1915 to take over the earlier enterprise. The new yard was built on its present site in 1917 and the first ship, Hull No. 6, afterwards called the *War Fiend*, was launched on October 24th, 1918. In quick succession came the *War Levet* and the *War Fury*. Then came the *Glendova*, launched November 27th, 1920; *Canadian Logger*, June 8th, 1921; *Glenelg*, May 12th, 1923; *Gleniffer*, November 18th, 1924; *Gleneagles*, August 26th, 1925; *A. M. German*, November 4th, 1925; *Glenmohr* (now the *Lemoyne*), June 23rd, 1926; *Scottscow*, July 19th, 1926; *City of Hamilton* and *City of Montreal*, January 12th, 1927; *Saskatoon*, June 14th, 1927; two other vessels, *Weyburn* and *North Shore Supply*, launched the same day; *Fernie*, February 28th, 1929; *Stadacona*, September 26th, 1929; *Bluefin*, June 28th, 1930.

It was at this time that the depression affected shipbuilding along with almost all other business enterprises and the Midland shipyards had to close down. When it was decided to build the *Coverdale* at Midland it was necessary to spend a considerable amount to bring the yard up to date. This was done and from it came the largest Canadian bulk carrier yet launched, a sister ship to the *Hochelaga*, built in the shipyards in Collingwood. Each of these two new vessels is 640 feet long with a 67 foot beam and 35 foot depth. They are being used in the iron ore and grain trade, carrying approximately 18,000 tons of ore or 600,000 bushels of grain. The *Coverdale* was put in service in the Spring of 1950.

—Fred Landon.

Book Reviews

NORTHWOODS SKETCHES, by Chase S. Osborn and Stellanova Osborn. Lansing, Historical Society of Michigan, 1949.

This is the last work written by Michigan's greatly beloved grand old man, ex-Governor Chase S. Osborn. A charter member and staunch supporter of the Great Lakes Historical Society, he died on April 11, 1949, aged 89. This volume consists of short stories, essays and personal adventures, mostly by Governor Osborn, some by his wife. All deal with the north woods of Michigan; a number appeared in the *Detroit Free Press* and in various magazines.

The pieces are by turns amusing, romantic, exciting. In all cases they breathe the scent of the north woods and the romance of their solitudes. The volume is a welcome addition to the literature of the state which Governor Osborn loved so much.

—G. W. T.

WHITE PINE DAYS ON THE TAQUAMENON, by William Davenport Hulbert. Lansing, Historical Society of Michigan, 1949.

The scent of the Northern Michigan pine woods is in this volume of stories by William D. Hulbert. Hulbert was a gifted portrayer of nature, many of whose tales appeared in *Outing* and other well-known national magazines. Since he died as far back as 1915, many felt that this work needed to be brought again to public attention. Hence this publication by the Historical Society of Michigan.

Truth may be stranger than fiction, but often it is less faithful to reality. No traveler's narrative could even begin to rival the vivid descriptions of life among the loggers. Land lookers, timber cruisers, river drivers and other unfamiliar characters are brought before us as no bald historical chronicle could do.

The Historical Society of Michigan has performed a service by making available these stories by a nature writer who died too early.

—G. W. T.

THIS BUSINESS OF BOATING, by Elwell B. Thomas. Cambridge (Maryland), Cornell Maritime Press, 1949. \$5.00.

Twenty-three years ago, when Captain Thomas first entered the marine industry at the tender age of thirteen, it was most unusual for the small businessman or laborer to own a boat of any kind. Today it is not uncommon to find one's milkman or garageman in possession of a fast launch or a racing sloop. A generation ago the "common man" attended such famous regattas as the Yale-Harvard races at New London only to view the elegant floating palaces of the rich. Workingmen now attend these races to enjoy friendly association with fellow boatmen of all stations, and to compare notes on boats that they themselves own.

Because of this greatly increased interest in boating, business opportunities are continually opening in the marine industry for the rendering of services which make boating safer, more comfortable, and more convenient. These opportunities are available to those with ambition and imagination, and, although it is necessary to have adequate capital and to exercise caution in entering such heavy-marine activities as shipyard operation, towing and salvage, there are many branches of the industry which require small capital and little specialized experience.

These lighter phases of boating are wide open to newcomers to the industry, and it is for this group that Elwell Thomas has offered a volume containing sound and pertinent information on a wide variety of boating topics. The early chapters are devoted to a careful consideration of the proper financing and insuring of marine property, as well as of the book-keeping items peculiar to a boating enterprise. Included in this last-mentioned subject is a general outline of the various federal forms pertaining to marine matters; although such forms change from time to time, they remain the same in principle. The author concludes this portion of his work with some well-stressed advice regarding the value of good public relations between the management of a marine establishment and its customers. He also points out that relations among the various firms of the marine industry must be good, since dependence upon competitors is much more common here than in other fields. As a rule, the only unfriendly competitors are those new to the business, who have not yet learned that men and women of the sea pull together when the going is rough.

Captain Thomas goes into the subject of boatyard and yacht station layout and equipment in some detail. Suitable sites are considered both from the standpoint of marine conditions and surrounding territory. He also indicates the qualifications desirable in boatyard and yacht station personnel. In conjunction with yacht club management there is a brief chapter on the adaptation of boats to sport fishing, including short descriptions of the common types of American game fish and of the fishing gear generally used.

Other business topics of much interest to the boat owner and supplier are marine contracting, desirable salesroom features, brokerage services, and job estimating. This last unit describes the four types of written contracts commonly used in marine work.

Although Captain Thomas devotes the major portion of his work to the several phases of marine business management, he does ample justice to certain technical aspects of boating that are most essential to sound boating practice. The design of common and special-purpose work boats is discussed in some detail, and the author stresses the importance of carefully studying the types of specialized boat equipment required for a particular commercial operation. Limited but competent attention is likewise given to the hauling devices used in marine railway and transfer systems, to the construction details of boatyard buildings, and to the important subjects of pumping and rigging.

A valuable feature of Captain Thomas's book is a group of forty quick-reference tables generally found to be useful in the boating industry. Diagrams are liberally scattered throughout the technical portions of the text. The lack of a subject index is partially compensated by a break-down of the chapter contents.

—E. J.

RAINY RIVER COUNTRY, A BRIEF HISTORY OF THE REGION BORDERING MINNESOTA AND ONTARIO, by Grace Lee Nute. St. Paul, Minnesota Historical Society, 1950. \$2.00.

Dr. Nute has here given us a quick look at the goings-on of man and nature in the waterway region between Lake Superior and Lake Winnipeg. Even more than the Great Lakes, this canoe-size Northwest Passage has been short-changed on the romance due to it, while the more southerly routes have been trumpeted as the path of the Plymouth-to-Pacific pageant. Whether this little book will divert any of that glory northward is doubtful, but at least it points—politely—to the fact that history, and adventure, and romance have gone that way, too.

This is history with a floral background. Chapter headings and text are filled with flowers and greenery. Obviously in love with the region, the author has gone beyond the bare bones of an historical sketch, which might have been expected of an historian in such a brief synthesis, and has described the delights of her own eyes, as well as those recorded by earlier Rainy River country enthusiasts.

Exploration, the fur trade, boundary disputes, lumbering, immigration, gold prospecting, industry and agriculture: a vast slice of history is charmingly unfolded in the space of one hundred and forty-three pages, with index. Names unknown, names little known, flash by and somehow take on some flesh, so that the reader is constantly making mental notes to read up on this particular individual or dip into that particular diary. Among the lumbermen the author sits down, catches her breath, and makes herself at home. As has been indicated in her *Lake Superior*, she is fond of the fascinating business of chopping down trees and hauling them away to the mill. Here is described the details of a lumberjack's activities as though Dr. Nute would gladly trade her sex and her scholarship for such a life.

It seems hardly a criticism to say that there is not enough of this book, but its brevity is a fault. The very crowding of so much material into such a short space makes for tedious reading at times. The Rainy River country would be better served, at the hands of this author, anyway, by a book twice its size.

—P. W. M.

CAPTAIN JOSHUA SLOCUM, THE LIFE AND VOYAGES OF AMERICA'S BEST KNOWN SAILOR, by Victor Slocum. New York, Sheridan House, 1950.

Generally conceded to be the first lone round-the-world navigator, Captain Joshua Slocum retold his adventures aboard his home-made sloop, the *Spray*, many times at the turn of the century, from the lecture platform, in articles for such "quality" magazines as the *Century*, and in his own autobiographical book, *Sailing Alone Around the World* (1900), which has enchanted old and young.

Lost at sea on a later lone voyage in the *Spray*, Joshua left many of the personal details of his life, the lore of his self-gained knowledge of world waterways undescribed. His son, who sailed with him till one previous venture when Joshua, wife and sons all returned by open canoe from a disastrous shipwreck of their own bark on the Brazilian coast, has tried to supply these missing details. Victor is himself a seafaring man who looks back on many a voyage through seas which tossed his father's boats.

Through a sailor's eyes, Victor pictures the Nova Scotia of his forebears, his father's brief childhood, the treachery of Bay of Fundy tides, but mostly, the long years when his father was a world traveller in Alaskan, Australian, Brazilian waters, and finally sailed "Around the World Single Handed."

Details of construction of not only Captain Joshua's own *Spray*, but features of other boats which he commanded in his skipper days at the height of the clipper ship era, will enthrall the creative boatman, while intimate descriptions of the channels, reefs, and shores of world-wide water courses will delight both armchair and practical navigator.

—R. H. W.